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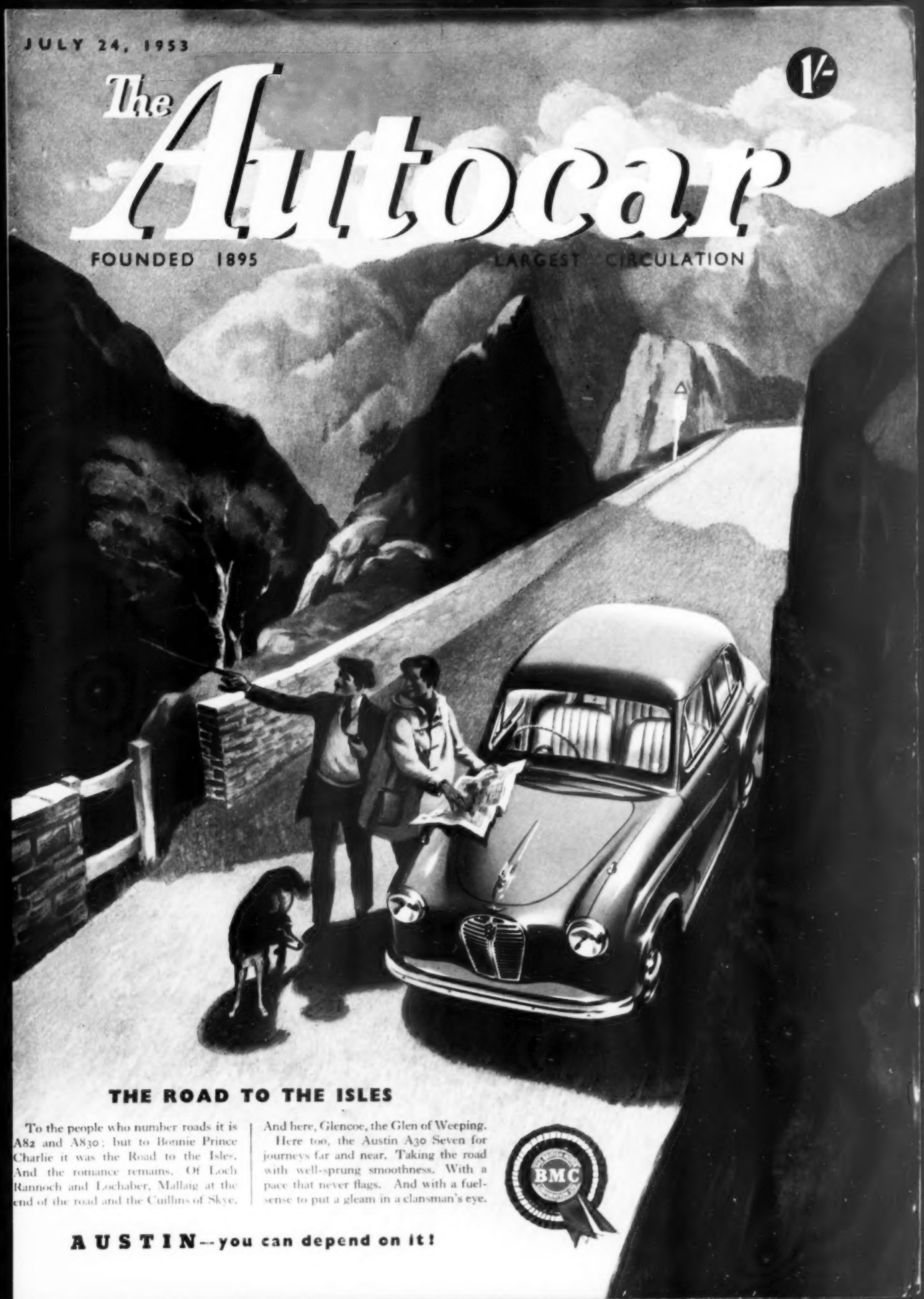

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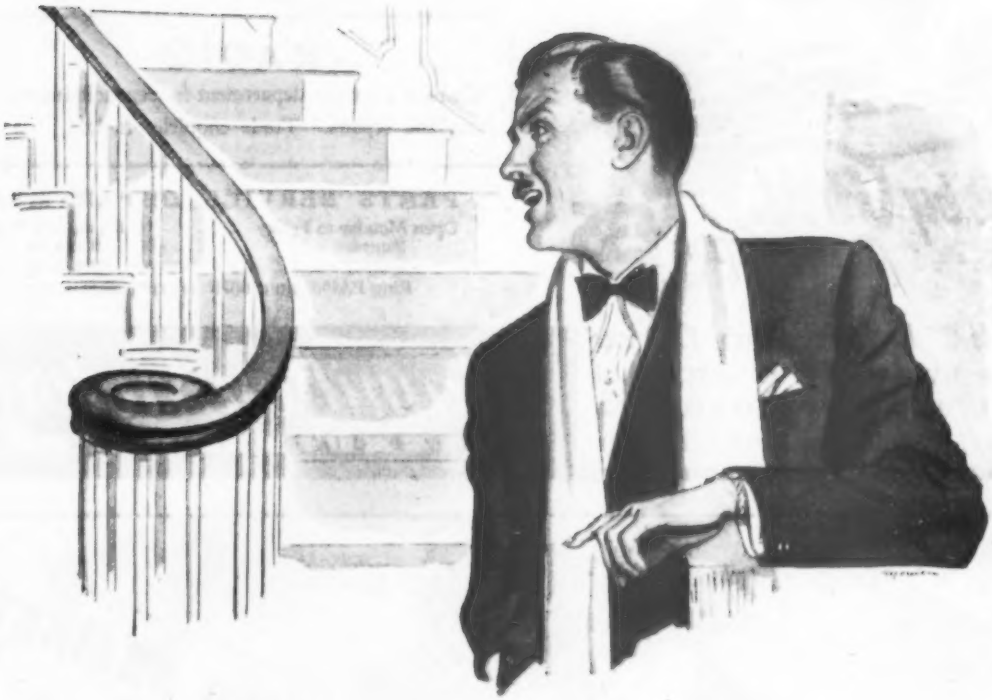

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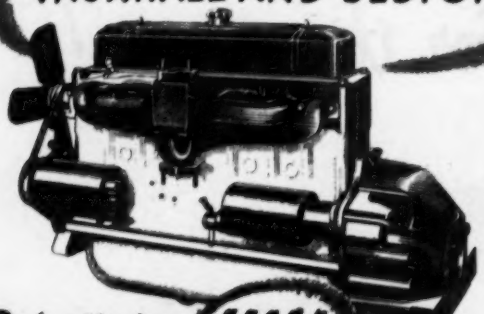

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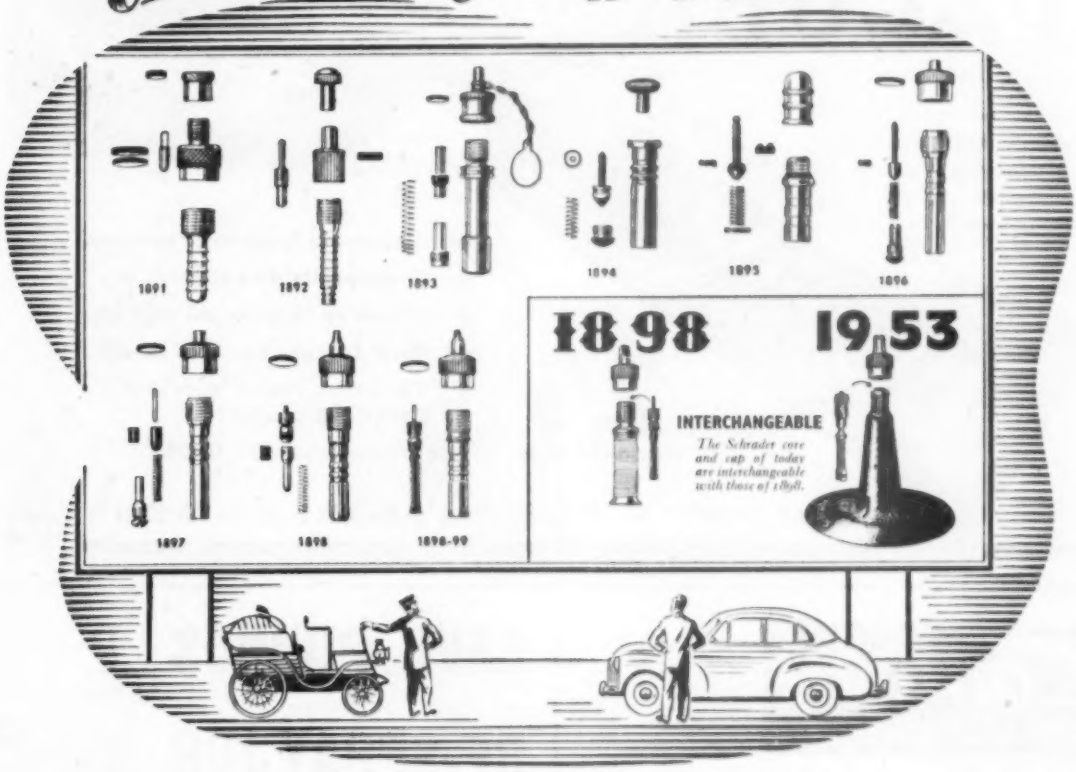

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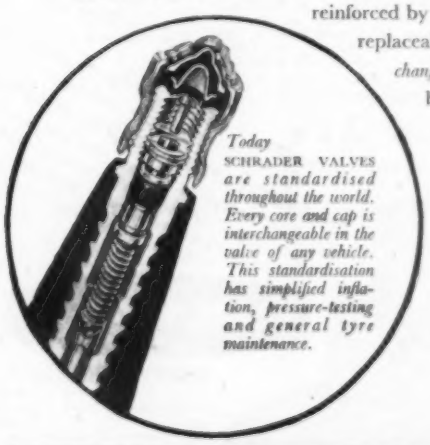

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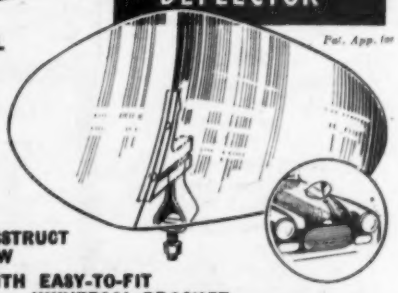

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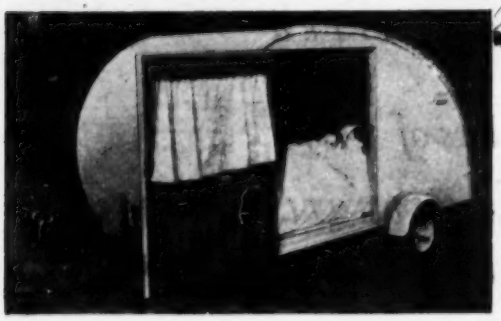

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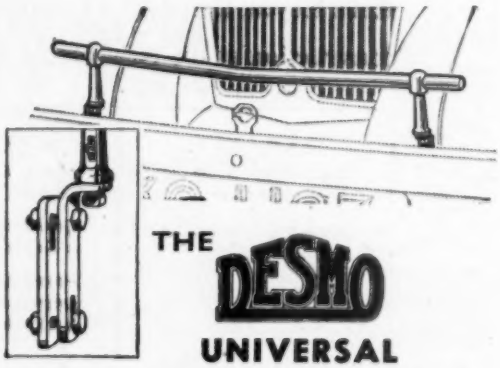

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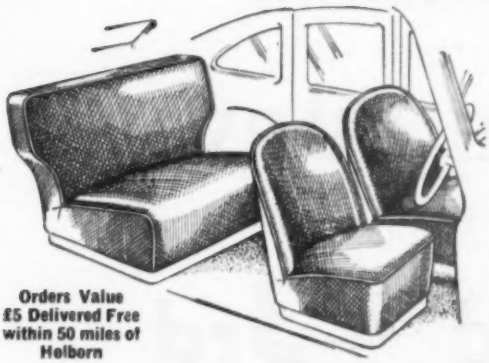

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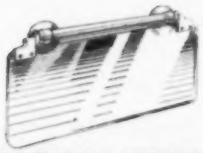

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The Autocar
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No. 3008 *Friday, July 24, 1953* Vol. XCIX

Sound the Tocsin

THE feeling now spreading over Britain with regard to roads is one of alarm. Economists are appalled at the losses suffered by British industry as a result of transport inefficiency, and both they and non-economists are appalled at the cost in human life and suffering of roads on which 3 m.p.h. pedestrians are expected to make their way safely amongst traffic which may be travelling ten times as fast. The number of vehicles goes up and up; in 1938 there were 3,094,000 vehicle licences current in the September quarter. In 1952 the figure was 4,904,000, an increase of no less than 5 per cent. It is doubtful if the capacity of the road system to carry the traffic has increased by 5 per cent, and it was inadequate long before 1938.

The Memorandum sent to the Minister of Transport by the British Road Federation on May 18, 1953, has remained unanswered (page 125). That may well be because the case it makes is unanswerable except by an abject confession of failure, which the Government is not yet prepared to make. Instead, it continues to fall back on the timeworn and long discredited excuse that the country cannot afford new roads. A motorway of 76 miles, says the Memorandum, is projected between Birmingham and Bristol. "While this new road would cost some £11½ million to construct, the return to the country by savings on the cost of operating road transport would be some 9 per cent per annum on the expenditure, or, if amortized over 25 years, would show a profit of 35 per cent per annum." Has the word "investment" lost its meaning to the Treasury?

The second line of defence of the Government is that, even if the money spent can be regarded as an investment, neither men nor materials are available at present. "The men, materials and machinery are there," said the vice-chairman of the B.R.F. in making public the Memorandum. "We are assured of that by the industries concerned."

Cynics will say that there are no votes in tarmacadam as compared with television.

Racing and Sports

THAT the British Grand Prix should go to an Italian car was expected, but any certainty that it would be a Ferrari had disappeared, for the French Grand Prix at Rheims proved what was already becoming evident—that the latest Maserati needs only a little luck to beat its compatriot from Modena. Alberto Ascari, still at the top of his form, was the winning driver, with the Argentinian, J. M. Fangio, second—a welcome assurance of form after his accident last year. Froilan Gonzalez supplied the fireworks, thus adding to his reputation as a racing "character," but must be reprimanded for refusing to obey the black flag. There is no room for anarchy at 100 m.p.h.

The British hopes were early dashed, and there is now no doubt that a completely new engine design is the only means by which the long run of Italian success can be broken. Such a design is unlikely to appear for formula 2, but there are encouraging rumours concerning the 1954 Grand Prix formula, and it may be that more level pegging will be attained by Britain when the specification calls for 2½ litres unsupercharged.

In the sports car field, British prestige remains high, although this year's Alpine Trial was not the resounding success for this country that last year's was. In an easier year—as measured by the number of clean sheets—best performance was made by a Porsche, and the German *marque* carried off the team prize also. Sunbeam-Talbots again did well, and their successes begin to stress that their combination of medium power and compactness is unique amongst British cars. Particularly meritorious was the performance of Miss Sheila van Damm in one of these cars; always a trier, Miss van Damm is now a first-class competition driver. Ian Appleyard, too, showed that his change of cars had not upset his skill, though it must have seemed like tempting Lady Luck to change NUB 120 for RUB 120. Still, they are both XK120s, a fact that puts a car well in the running for success.

BRITAIN WINS ONE CLASS AND COUPE DES DAMES

Stirling Moss brings his Sunbeam Alpine round a bend near Misurina in a cloud of dust, during the Circuit of the Dolomites.

PORSCHES SWEEP THE

This photograph, taken at speed through the dusty windscreen of a competitor's car, gives some idea of the rough surface and narrow ledges encountered over the Passo di Gavia, in the fourth stage of the rally. The blurred outline of the screen division and driving mirror can be seen on the right

ALPINE BOARD

THIS year's "Alpine"—the 16th International Rallye des Alpes, organized by the Automobile Club de Marseille et Provence—certainly provided some surprises during the course of its six-day run. To those who had studied the system of handicaps (or, in other words, the average speeds allotted to the various classes and the factors governing the bonus marks to be gained) the victory of a Porsche in the general classification was not entirely unexpected; but the capture by the German *marque* of three out of the first four places, together with the team prize, was certainly a sweeping success.

Britain, this year, was very strongly represented, with more entries than any other country with the exception of France. But the results obtained, although creditable in some respects, were not as good as had been hoped for; only one class victory (that of Ian Appleyard's Jaguar XK120) and the *Coupe des Dames* (to Miss Sheila van Damm's Sunbeam Alpine) came to British drivers and cars. Miss van Damm, however, deserves the highest praise for her success; apart from capturing the Ladies' Prize, she went round the complete course without incurring a single penalty mark, thus winning one of the coveted *Coupes des Alpes*—the first woman to achieve this distinction since before the last war, and only the second to do so in the whole history of the event. The number of *Coupes des Alpes* won this year reached the unprecedented total of 25—a record by a large margin—as against ten in both last year's event and that of 1951. Among the British drivers qualifying for this award were Ian Appleyard, who is the only competitor of any nationality to have won one of the gold replica cups earned by a *Coupe des Alpes* in three successive years, and Stirling Moss and George Murray-Frame. The latter two have now evaded penalization in two successive years, while Murray-Frame has qualified for a silver replica by gaining three *Coupes des Alpes*, although not in successive years. John Fitch, the popular American driver, also won a *Coupe* this year, becoming the first driver from across the Atlantic to accomplish this feat.

AS always, there was plenty of rumour and speculation among the competitors before the rally started from Marseilles in the evening of Friday, July 10. Much of this concerned the alteration in the route to be followed in the fourth stage—that from St. Moritz to Val d'Isère—which had now brought in the notoriously rough and dangerous Passo di Gavia; sundry competitors, among them Gatsonides (driving in this event a German-built Ford Taunus saloon) and Polensky (Porsche—the eventual winner) had already made reconnaissance trips over this part of the route, returning with long faces and gloomy stories. It was therefore with mixed feelings and expectations that the first of the 101 starters left the famous port at half-past nine in the evening, on the first section of the long 585-mile stage to Cortina d'Ampezzo in Italy.

The run through the night, which included the ascent of the Col d'Isoard, was chiefly notable for the unusual cold; however, it remained fine. Farther along the route, at Bolzano, it poured with rain during the night, while this became snow at the summit of the Pordoi pass; but before the competitors arrived there on the Saturday evening fine weather had returned and only slush remained on the road. Meanwhile, they had undergone the standing-kilometre acceleration test at Monza autodrome, in which the best performance had been put up by Ian Appleyard's Jaguar in 32.6 seconds.

Monza Acceleration Test (1 kilometre, standing start)

Up to 750 c.c.: tie between Panhard (R. Fabre and J. Fabre), and Panhard (Scholleman and Bateau), 45.6s.

751 to 1,000 c.c.: Panhard (Parucci and Martin), 42.4s.

1,001 to 1,300 c.c.: tie between Fiat (Cavallini and G. Cavallini), and M.G. (Flower and Orfenalli), 42.8s.

1,301 to 1,600 c.c.: Porsche (Mlle Thirion and Mme Renaud), 35.2s.

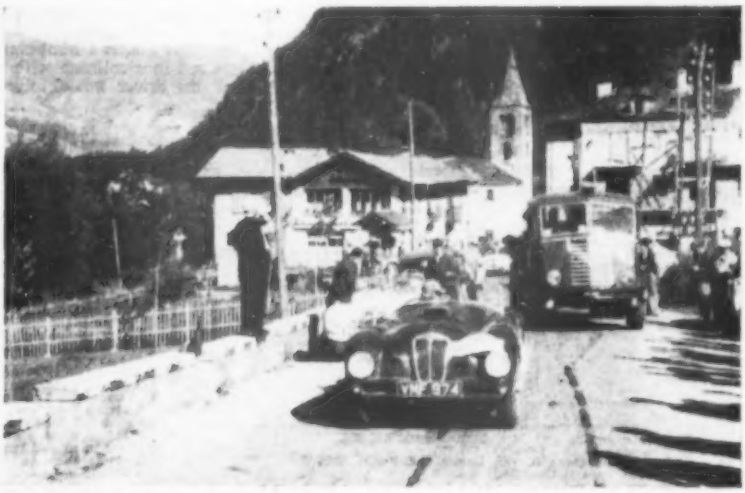
1,601 to 2,000 c.c.: Ferrari (Herzet and Bianchi), 33.8s.

2,001 to 2,600 c.c.: Ferrari (Vegier and Giraud), 34.4s.

Over 2,600 c.c.: Jaguar (E. I. Appleyard and Mrs. Appleyard), 32.6s.

Already some forty per cent of the competitors had lost marks during the first day and night, which had completely eliminated eleven cars. This raised the hopes of the organizers that the number of unpenalized runners at the end of the rally would once more be very small; but there was a long way to go before the answer to that question would be known.

The second stage of the rally was the Circuit of the Dolomites, starting and finishing at Cortina and covering some 190 miles, embracing the Falzarego, Lana and Pordoi passes (these three forming a timed hill-climb, the second special test), the Passo Rolle and the rough section up to Misurina, all covered at higher average speeds than those set for the various



Von Falkennausen comes away from the control at Pré St. Didier, to start the timed ascent of the Petit St. Bernard pass in his Frazer-Nash

ALPINE RALLY

. . . . continued

classes over the rally as a whole. This circuit was closed, a great relief to the drivers, and made possible only by the fact that it was to be used later on in the same day for the Italian national mountain road race, the *Coppa Dolomiti*.

Incidents there were in plenty; Doctor Barker's Sunbeam-Talbot rolled down a slope, Elliott's sister car crashed into a wall in Belluno, and Vegler's Ferrari saloon bore obvious signs of violent contact with a wall on the Pordoi pass. This part of the rally, in fact, was strongly reminiscent of the Mille Miglia, with the dense crowds at all points of vantage in or near the towns and villages, kept back by a single strand of rope or an occasional flimsy line of straw bales! The conditions varied enormously, too, for the road surface was loose dust near Misurina and beautiful tarmac near Belluno, while the tight hairpins of the Pordoi pass contrasted with the long straights approaching Auronzo on which the fastest cars attained approximately 125 m.p.h.

The last competitor finished this circuit before 3 p.m. on the Sunday afternoon, and at this stage of the rally there were still 78 survivors, going more or less strongly, of which 44 were unpenalized and still in the running for the coveted *Coupes des Alpes*.

Passo Pordoi Test (47.7 kilometres)

Up to 750 c.c.: Renault (Arnaud and Caire), 49m 35s.

751 to 1,000 c.c.: Panhard (Grosgogeat and Biagini), 47m 55s.

1,001 to 1,300 c.c.: Peugeot (Rastit and Caubet), 48m 85s.

1,301 to 1,600 c.c.: Porsche (Sauerwein and O. Castell), 43m 56s.

1,601 to 2,000 c.c.: Ferrari (Herzet and Bianchi), 44m 8s.

2,001 to 2,600 c.c.: Lancia (Gatta and Cottino), 44m 15s.

Over 2,600 c.c.: Jaguar (Horning and Hablsreutinger), 42m 2s.

The following day's run, however, was the longest of all, except the combined day and night stage from the start, the mileage totalling just over 470. During this day, the bewildered competitors found themselves whisked from Italy into Austria, thence to Germany, back into Austria, back again to Italy and finally into Switzerland; the average speed for all but the last few miles was maintained at the general figures applying almost throughout, varying from 54 k.p.h. (33½ m.p.h.) for the 750 c.c. class to 60 k.p.h. (37½ m.p.h.) for the unlimited class.

The Appleyards both get down to it! Ian and Pat hard at work securing the exhaust system against further damage, at Pré St. Didier.

Apprehensions were raised before the start (which, for the first man, was at the grisly hour of just after half-past four in the morning!) by the announcement that an extra four minutes had been granted to all competitors because of the dangerous and slippery state of the Tre Croce pass, immediately after the start, in the first section. However, although this was certainly unpleasant, it was not difficult to maintain the required speeds, as there were long sections of quite good road before the first control at Heiligenblut. There were incidents, however, even on this stretch; Mrs. Needham's Sunbeam-Talbot saloon slid off the road in avoiding another car and rolled over into a field while her co-driver was at the wheel; fortunately no personal injuries resulted. Not long after, the Hillman Minx of W. A. McKenzie was involved in an almost phenomenal avoidance with a light van (to be exact, quite phenomenal and almost an avoidance) as a result of which the latter finished up in a ditch; the resulting delay with the Austrian police made it impossible for the Hillman to reach the control in time to continue in the rally.

The weather remained miserable and damp for the best part of the second section, which included the Grossglockner pass. This proved to be Harry Sutcliffe's Waterloo; in one of the tunnels, his Frazer-Nash hit a projecting rock with one front wheel, deranging the steering mechanism so that thereafter the car had little or no right lock. Before Austria was quitted for Germany, Slatter's Sunbeam-Talbot was involved in a collision with a cyclist; although the driver was absolved from blame by eye-witnesses, the subsequent delay involved many penalty marks.

Much time could be made up on the section of German *autobahn* between Rosenheim and Munich, and the weather had by now improved. Gatsonides, with a broken tappet in his Ford Taunus, actually had the engine out of the car at the Munich control to rectify matters! This was completed in just over two hours, spread over the two sections; the intrepid Gatso succeeded in making up all but 26 minutes of the delay—but his clean sheet was spoilt. These sections of the route were not difficult, and it was not until after the control at Lermoos, back in Austria, that the schedule once more became tight, with the Fern Pass and the Passo di Resia to complicate matters once more. But few competitors found difficulty in maintaining their set speeds, with the possible exception of some of the lame ducks now running towards the tail of the procession.

It was a long day for drivers, however, and towards the end came the timed climb of the famous Stelvio Pass, with more than thirty hairpins to contend with in the 8¾-mile timed section to the summit. Appleyard's Jaguar made fastest time, but this was very nearly equalled by von Falkenhausen's Frazer-Nash, while Polensky's Porsche was equally nearly as fast as Henson's Jaguar, third best time; moreover, the smaller-engined cars naturally acquired more bonus marks for their efforts under the handicapping system. Already it seemed likely that the largest class would find it impossible to get anywhere near the top of the general classification. Other people had their prob-

PROVISIONAL RESULTS

GENERAL CLASSIFICATION

The following finished without penalty marks and gained Coupes des Alpes:—

1. Porsche (Polensky and Schluter), 506.779 bonus marks.
2. Porsche (Sauerwein and O. Castell), 490.643.
3. Ferrari (Herzet and Bianchi), 489.631
4. Porsche (Zeller and Wencher), 482.749.
5. Jaguar (Appleyard and Mrs. Appleyard), 482.190.
6. Frazer-Nash (von Falkenhausen and Mme von Falkenhausen), 481.782.
7. Porsche (von Hoesch and Bossany), 476.488.
8. Lancia (Gatta and Cottino), 470.471.
9. Lancia (Lurani and di Stambuy), 463.847.
10. Jaguar (Fraikin and Gendebien), 461.097.
11. Panhard (Stempert and Schwartz), 457.542.
12. Porsche (Busto-Marqués and J. M. Siobet), 453.406.
13. Lancia (Fabregas and Apestegua), 451.035.
14. Sunbeam Alpine (S. Moss and J. Cutts), 449.534.
15. Panhard (Schwob d'Hericourt and A. de Roquefort), 448.230.
16. Porsche (de Caralt and Biesa), 448.068.
17. Panhard (Chieusse and Mme. Chieusse), 440.314.
18. Sunbeam Alpine (Murray-Frame and Pearman), 438.829.
19. Renault (Persoglio and Gatinel) 434.775.
20. Sunbeam Alpine (Fitch and P. Miller), 434.324.
21. Simca (Poletti and Cipriani), 431.852.
22. Jaguar (Mansbridge and Mrs. Mansbridge), 431.006.
23. Alfa Romeo (Asso and Borelly), 427.464.
24. Sunbeam Alpine (Miss S. van Damm and Hall), 426.742.
25. Citroen (Marion and Champel), 402.452.

The following incurred penalty marks, but qualified as finishers:—

26. tie between Panhard (R. Fabre and J. Fabre), Panhard (Gerakis and Gravier), Fiat (Cavallini and O. Cavallini), 10 penalty marks; 29, Citroen (Dalfiume and Baré), 20; 30, tie between Panhard (Parucci and Martin), Frazer-Nash (O'Hara Moore and Gott), Peugeot (Rastit and Caubet), 50; 33, M.G. (Flower and Orfenalli), 60; 34, Frazer-Nash (Sutcliffe and Mrs. Sutcliffe), 70; 35, Sunbeam-Talbot (Bennett and Galleford), 100; 36, Ford (Mrs. Mitchell and Miss Leavens), 150; 37, Sunbeam-Talbot (Lee and Dando), 260; 38, Porsche (Giro and Iglosias), 520; 39, Sunbeam-Talbot (Slatter and Massey), 520; 40, Ferrari (Vegler and Giraud), 550; 41, Aston Martin (Barthelemy and Krier), 640; 42, Citroen (Auphan and Tessore), 670; 43, Renault (Roubaud and Servizet), 740; 44, tie between Peugeot (Dr. Nolx and Grazyuski), Porsche (Mlle Thirion and Mme Renaud), 890; 46, Jaguar (Borgeaud and Conte), 970; 47, Jaguar (Henson and Cooper), 1,010; 48, Renault (de Regibus and Chapus) 1,100; 49, Jaguar (Mattock and Worthington), 1,300; 50, Rover (Kat and Bronfield), 1,650; 51, Renault (Arnaud and Caire), 1,670; 52, Hillman Minx (Needham and Gramp), 1,780; 53 Aston Martin (Wurstenberger and Heuberger), 1,830; 54, Aston Martin (Deutsch and Rousselle), 2,490.

CLASS RESULTS

Up to 750 c.c.: 1, Panhard (Stempert and Schwartz); 2, Renault (Persoglio and Gatinel); 3, Panhard (R. Fabre and J. Fabre).

751 to 1,000 c.c.: 1, Panhard (Schwob d'Hericourt and A. de Roquefort); 2, Panhard (Chieusse and Mme Chieusse); 3, Panhard (Gerakis and Gravier).

1,001 to 1,300 c.c.: 1, Simca (Poletti and Cipriani); 2, Fiat (Cavallini and O. Cavallini); 3, Peugeot (Rastit and Caubet).

1,301 to 1,600 c.c.: 1, Porsche (Polensky and Schluter); 2, Porsche (Sauerwein and O. Castell); 3, Porsche (Zeller and Wencher).

1,601 to 2,000 c.c.: 1, Ferrari (Herzet and Bianchi), 2, Frazer-Nash (von Falkenhausen and Mme von Falkenhausen); 3, Alfa-Romeo (Asso and Borelly).

2,001 to 2,600 c.c.: 1, Lancia (Gatta and Cottino); 2, Lancia (Lurani and di Stambuy); 3, Lancia (S. Fabregas and Apestegula).

Over 2,600 c.c.: 1, Jaguar (Appleyard and Mrs. Appleyard); 2, Jaguar (Fraikin and Gendebien); 3, Jaguar (Mansbridge and Mrs. Mansbridge).

Coupe des Dames: 1, Sunbeam Alpine (Miss S. van Damm and Mrs. A. Hall); 2, Ford Zephyr (Mrs. Mitchell and Miss Leavens).

Challenge Team de Marque (team prize): Porsches (Polensky and Schluter, Sauerwein and Castell, Zeller and Wencher)

lems, too; the unhappy Sutcliffe was forced to stop and reverse on every right-hand hairpin on the Stelvio, but proceeded undaunted nevertheless.

Stelvio Test (14 kilometres)

Up to 750 c.c.: Panhard (R. Fabre and J. Fabre), 20m 50.2s.
751 to 1,000 c.c.: Panhard (Schwob d'Héricourt and A. de Roquefort), 20m 35.2s.
1,001 to 1,300 c.c.: Fiat (Cavallini and G. Cavallini), 20m 9s.
1,301 to 1,600 c.c.: Porsche (Polensky and Schluter), 17m 16.4s.
1,601 to 2,000 c.c.: Frazer-Nash (von Falkenhausen and Mme von Falkenhausen), 16m 52.6s.
2,001 to 2,600 c.c.: Ferrari (Vegler and Giraud), 16m 55.6s.
Over 2,600 c.c.: Jaguar (E. I. Appleyard and Mrs. Appleyard), 16m 48.4s.

So to St. Moritz, where the Tuesday was a much needed and appreciated day of rest. There was not, however, any opportunity for work to be done on the competing cars, for they were, of course, incarcerated in a *parc fermé* in the same manner as for any of the other overnight stops. Some drivers borrowed or hired vehicles in which to drive over the dreaded Passo di Gavia, expected to be the chief snag to be encountered in the following day's (fourth) stage.

Off they all set on the following morning, in good weather; the route lay at reduced average speed over the Bernina Pass to Tirano, thence to Bormio, and then came the Gavia. Incidentally, the Swiss police insisted on the start of this stage of the rally being delayed for half an hour after the originally intended departure time; the actual reason was to enable the roads to be virtually closed after the passage of the morning post bus, but the popular surmise naturally bore hardly on the early rising abilities of the much-maligned and hard-working Swiss police! The Gavia pass proved difficult, being loose-surfaced, rough and narrow, with too many sheer drops from the road edge for comfort; there was no room to make up time before starting the climb, and only 12 miles of well-surfaced, but busy and winding, road between the end of the bad section and the control at Edolo. The smaller cars, however, had little difficulty; the Porsches and Sunbeam Alpines, indeed, had time in hand. Gatsonides, unfortunately, slid over the edge before reaching the pass proper; the Ford Taunus dropped ten feet or so on to hard rocks, bouncing over and landing on its wheels again in a dried river bed. But still, no-one was hurt, and the car was even driveable after being retrieved, although it was a most odd shape and no glass whatever remained unbroken. Appleyard was badly baulked on the pass by two stuck cars, Mme Hammersley's Lancia and "Hervé's" DB1 Aston Martin; furious driving on the last few miles, however, just preserved his clean sheet. Henson had bad luck, for, with less than two kilometres to go into the control, his Jaguar slid on a corner and struck a bollard; the subsequent time spent in steering repairs in a garage in Edolo put paid to any chance of a clean sheet for him, although the car finished the rally without losing more marks.

So down the *autostrada* again at a high scheduled speed, up the Aosta valley to Pré St. Didier, and over the Petit St. Bernard pass—including a seven-kilometre timed section—to the day's end at Val d'Isère. And still there were roughly seventy survivors—and over thirty clean sheets, at which the organizers were beginning to look with worried expressions.

Petit Saint-Bernard Test (7 kilometres)

Up to 750 c.c.: Panhard (M. Stempert and Schwartz), 9m 27s.
751 to 1,000 c.c.: Tie between Panhard (Schwob d'Héricourt) and Panhard (Gerakis and Gravier), 9m 44s.
1,001 to 1,300 c.c.: Peugeot (Rastit and Caubet), 9m 22.2s.
1,301 to 1,600 c.c.: Porsche (Polensky and Schluter), 8m 7.2s.
1,601 to 2,000 c.c.: Frazer-Nash (von Falkenhausen and Mme von Falkenhausen), 8m 9.4s.
2,001 to 2,600 c.c.: Ferrari (Vegler and Giraud), 8m 21s.
Over 2,600 c.c.: Jaguar (Horning and Habisreutinger), 7m 58s.

Now on the last day of all, the fifth stage, from Val d'Isère to Cannes, there was to be more concentrated hard work for the tired drivers than seemed possible. In the whole stage of 360 miles, there hardly appeared to be more than half a mile of straight road; pass succeeded pass, the Col du Glandon after the Iseran, the Croix de Fer after that, the Galibier, the Vars, the Allos—and still they came. Now the sun shone unceasingly from a hard blue sky; dust choked the occupants of open cars, heat stifled the saloon crews, and tired brakes and machinery combined to render the maintenance of a 60 k.p.h. average seem harder than ever before. Moreover, the 7-kilometre timed climb of the Col d'Isoard came in the middle of this stage, with more bonus marks for the fortunate. Among them, alas, were not Horning and Habisreutinger, the cheerful Swiss crew of a Jaguar, up till then second in their class to Appleyard; ignition trouble beset them in the middle of the Isoard, and in endeavouring to make up time later they collided with a lorry—and their run was over, so near the end. George Hartwell, having retired after a minor accident, was proceeding to Cannes in leisurely fashion, co-driver Scott at the Sunbeam-Talbot's wheel, when the steering failed and the car plunged over the edge; the driver was taken to hospital with bad cuts, but Hartwell escaped.

Col d'Isoard Test (7 kilometres)

Up to 750 c.c.: Panhard (R. Fabre and J. Fabre), 8m 15.4s.
751 to 1,000 c.c.: Panhard (Parucci and Martin), 8m 44.6s.
1,001 to 1,300 c.c.: Fiat (Cavallini and G. Cavallini), 9m 17.4s.
1,301 to 1,600 c.c.: Porsche (Polensky and Schluter), 8m 5.6s.
1,601 to 2,000 c.c.: Frazer-Nash (von Falkenhausen and Mme von Falkenhausen), 8m 7.4s.
2,001 to 2,600 c.c.: Ferrari (Vegler and Giraud), 7m 58s.
Over 2,600 c.c.: Jaguar (E. I. Appleyard and Mrs. Appleyard), 7m 48.6s.

The brothers Fabre, fighting for the lead in the baby car class, lost ten marks for a minute's lateness on this stretch, which finished their chance of success and eventually dropped them to 26th in general classification. But many got through to Cannes and the arrival test (purely a tie-decider, in which Appleyard made fastest time), and after all that had happened in this remarkable Alpine, there still proved to be twenty-five competitors without penalization, qualifying for *Coupes des Alpes*. This, in fact, raised a problem of its own at the subsequent prizegiving, for there just weren't enough cups — so the French drivers had to wait for theirs!

Small Car Show

So that was that, and, as expected, the smaller cars scored. The 1½-litre Porsches finished first, second and fourth—a very fine show—with the Belgian-entered 2-litre Ferrari in third place. All the efforts of Ian and Pat Appleyard could not get them higher than fifth place, but they handsomely won the class as well. Moreover, they created a record by carrying off, in all, thirteen awards, among them the *Coupe René Larroque* for the best aggregate performance in the four timed hill-climbs. And everyone was unashamedly delighted to see that Sheila van Damm and Anne Hall had triumphed in the *Coupe des Dames* with the Sunbeam Alpine—a just reward for a very fine drive. Panhards won two classes; Lancia took the first three places in the 2- to 2.6-litre class, ahead of the four surviving Sunbeam Alpines headed by Moss, each of which qualified for a *Coupe* (the other two, driven by Collins and Johnson, had gone out with back axle and engine trouble respectively). Behind Appleyard in the unlimited class came two more Jaguar XK120s, both coupés, very well driven by Gendebien (in Fraikin's car) and Reg Mansbridge. Von Falkenhausen, last year's winner, brought his British Frazer-Nash home in second place in the 2-litre class behind the Ferrari. A gruelling event for cars and drivers—and a fine testing ground.

Arrival Test at Cannes

Up to 750 c.c.: Panhard (R. Fabre and J. Fabre), 54s.
751 to 1,000 c.c.: Panhard (Gerakis and Gravier), 52.2s.
1,001 to 1,300 c.c.: M.G. (Flower and Orfenalli), 50s.
1,301 to 1,600 c.c.: Porsche (Mlle Thirion and Mme Renaud), 50.8s.
1,601 to 2,000 c.c.: Tie between Frazer-Nash (O'Hara Moore and Gott), Alfa Romeo (Auo and Borelly), Frazer-Nash (Sutcliffe and Mrs. Sutcliffe), 50s.
2,001 to 2,600 c.c.: Lancia (Lurani and di Stambuy), 29.6s.
Over 2,600 c.c.: Jaguar (E. I. Appleyard and Mrs. Appleyard), 28.6s.

The Porsche of Sauerwein and Castell, second place winners in the rally, leaves St. Moritz for the commencement of the fourth stage.

Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

Speedometer Drives

THE fourth new speedometer drive cable has now been fitted to my car and the run has been changed from that standardized by the manufacturer, because the cable has carried away each time in the same place. There is no very obvious kink there, so it seems that the point merely indicates the location of maximum stress over a cable that is too much stressed throughout. As it happens, I have seen it go each time, with the result that I have learned a fairly obvious symptom. It was a beautifully steady needle at first, and the drive parted company with the head at 55 m.p.h. indicated. The second cable showed minor fluctuations between 45 and 70 m.p.h.—and went at 55 m.p.h. The third went a few weeks after, having had a distinct fluctuation period between 50 and 60 m.p.h. That, too, carried away at 55 m.p.h.

If you have a fluctuation period on the speedometer dial, it means that the drive is snatching (probably; there are other reasons). You are, therefore, near to the point where the inner drive gives way.

✦ ✦ ✦

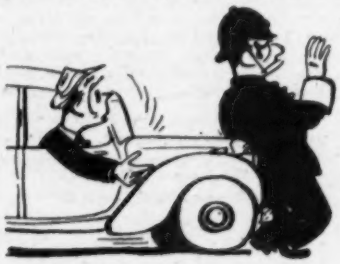
To You, Mr. Lennox Boyd

IT was all very well for a colleague of mine to point out that the Minister of Transport now makes his regulations as a result of the good advice of the Road Research people (page 2, July 3), but I, for one, am left wondering why on earth he is going to permit winking indicators in the light of their showing as revealed in the recent investigation by the Medical Research Council. The inferiority of the flashing indicator was most marked where a vehicle was turning right across the path of the following one, and Mr. Lennox Boyd ought to know as well as I do that that is a set of circumstances which results in a great number of road accidents. How, then, does he reconcile his willingness to permit flashing indicators with his oft-expressed desire for road safety? Perhaps another Member would like to ask a question on these lines. This Scribe would be interested to know the precise reasons for this decision.

✦ ✦ ✦

Drag

AN irritating fault to the sensitive driver is clutch drag, because there is so little that he can do about it. My car has suffered from it slightly for a year. When I first discussed it with the service manager (who shares my reluctance to dismantle unnecessarily) he agreed that it ought not to increase and that it was bearable as it was. As the miles before the next service mounted up, it became obvious that there was another critical factor in this particular transmission, for the whole of the clutch pedal travel is required before the linings free. This means that, if the clutch gets out of adjustment, added to the inherent drag is that imposed by the failure of the



Clumsy.

plate to clear adequately, which is, of course, indistinguishable from the drag caused by the failure of the disc to slide freely on the splines.

At times, therefore, the increase in the drag just before the readjustment was such as to cause agonies in the engagement of reverse. There is nothing that one can do about this, unless it be to engage the gear when stationary and with the engine switched off, depress the clutch and start the engine, and then move off—a clumsy and slow procedure. Another way is to use second gear synchromesh to stop the spinning input shaft and then to engage the desired gear, bottom or reverse, smartly; the trouble is, one forgets to do this when in a hurry. However, each time I suggested that the clutch be taken down, the service manager shook his head and adjusted it sufficiently for me to carry on without too much heart-burning.

✦ ✦ ✦

Clutchless

THEN came one of the few hot spells of the summer, and I did a very long, fast run. As the transmission became very hot the oil in the gear box thinned, and the drag became really bad. It was not possible to engage first gear when stationary without an excruciating noise; reverse was almost impossible, and I was reduced to starting away in second, a thing I detest (mine is not a large engine). Even the change between top and third was noisy, and it was plain that I had, in effect, quite lost the special ability of the clutch to separate power from transmission. My early training on plain gear boxes was of some help, for it enabled me to judge my revs reasonably, and the rev counter was of major assistance, for I found that if I selected a certain steady figure (without double-declutching) I could make a clear change, much cleaner than when I judged by ear and feel alone. But this was a fairly slow business, and I returned to the service department determined that the time had at last come for the clutch to be dissected and the cause of the drag eliminated.

"Take it down," I urged the service manager. He made a note in his diary. "Adjust clutch." So we argued amicably, and compromised on a clearance measurement that was considerably less than that recommended by the manufacturer, which I am watching because the movement of an engine on its mountings under heavy load is sufficient on some cars to reduce the pedal clearance owing to distortion of the linkage under the movement. In other words, I feel for free play when the engine is doing anything unusual; so far I have always detected some. Anyway, the down changes show that the clutch is at least clearing properly under the pedal, and that what is left is the true drag of a reluctant disc. The service manager wins (he always does), because I can get along with it all right. As a matter of fact, a critical clearance figure is more permissible on a quality car than on an everyday model, because some of the extra cost has usually gone into a clutch linkage that compensates for any rocking of the engine under load.

✦ ✦ ✦

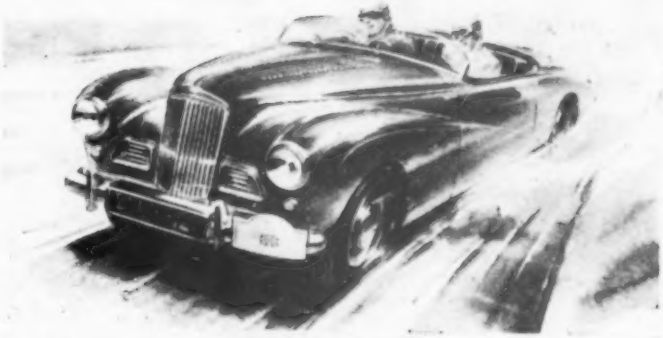
Henley

PASSING through Henley during the first week in July I wished that more of my fellow-motorists could savour the experience. Most of us, having had only a very amateur acquaintance with rowing, tend to dismiss the regatta as outside our ken, but it is an interesting spectacle to watch; there is nothing equivocal about rowing—if you are winning you are in the lead (except in bumping), and visibly so. The grace of this racing rowing is superb.

But the town itself has a wonderful air at regatta time. It is bedecked with flowers and chock-a-block with rowing types and their families. And very good types they are with their blazers and caps, and their extremely respectable parents, and young sisters. For some reason regatta week gives Henley-on-Thames an air of the early years of the century, and very pleasant it is.

Respectable.

INTERNATIONAL ALPINE RALLY



THE NEW
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NEWS and VIEWS

Victoria Luggage Racks

IN a paragraph on page 86 of *The Autocar* of July 17 it was incorrectly implied that Victoria luggage racks were no longer sold by C. G. Norman and Co., 46-52, Vauxhall Bridge Road, London, S.W.1. The well-known Victoria, and also the Alpine, roof racks continue to be stocked and actively distributed by that company.

Road Savings

AS if to emphasize the dilatoriness of Britain in doing something about her road system comes an estimate of the effect of building 522 miles of new roads in Turkey during 1952. The Turkish division of planning estimated a total saving of £26,000,000 from the new roads, including £2,400,000 on tyres, £8,900,000 on fuel, £1,100,000 on accident reduction and £2,900,000 on repairs.

Germans at the Show

THIS year's London Show, which will be held at Earls Court from October 21 to 31, will have the largest contingent of German cars for more than a decade, as a result of the trade agreement concerning cars which now operates between this country and Western Germany.

A similar reciprocal agreement has been signed between Britain and France, but the amount involved is so small that the number of cars exchanged is likely to be insignificant.

Bump and Rebound

UNDER certain corrosive conditions spring steel—unless adequately protected—will suffer a severe drop in fatigue resistance, and in some cases, the fatigue limit will disappear completely. This fact was revealed in a Paper presented at the Sheffield Summer Meeting of the Institution of Mechanical Engineers by C. J. Dadswell, Ph.D., B.Sc.(Eng.), M.I.Mech.E., J. E. Russell, M.A., and R. Fielding. The authors do, however, emphasize that these findings are based on tests made with spring steel in the qualitative sense, but they are unable to quote on the corrosion-fatigue properties of silico-manganese steel which is universally used in the manufacture of suspension springs in this country.

Protruding buttresses, ornamental trefoils, and the "tiled" effect of the roof make the Marley portable garage pleasant to look at. (See accompanying paragraph.)

Prefabricated Garages

IN the latest Marley prefabricated "portable" garage an attempt has been made to improve the appearance of such structures. There are sloping buttresses at the corners and halfway along the side walls; there are hardwood painted doors, eight windows, and the asbestos roof panels simulate curly tiles.

The garage is made up from tall, narrow panels which are easy to erect on a cement base; assembly in general is easy and a strong structure is produced, but the concrete roof joists are somewhat heavy, although the sections are not brittle, being cast in vibrated compaction moulds.

The smallest, 10ft 10in × 6ft 8in inside, costs £50, and there are gradually increasing sizes up to 22ft × 10ft 8in at £125. The 15ft 1in × 10ft 8in, which will take a long car like a 1½-litre Riley, costs £101. The makers are Surrey Concrete, Ltd., Peasmarsh, Guildford, Surrey.

Selling in Canada

A PROLIFIC amount of information is contained in the *CABMA Register 1953 of British Products and Canadian Distributors*, published jointly by Kelly's Directories, Ltd., and Iliffe and Sons, Ltd., for the Canadian Association of British Manufacturers and Agencies. CABMA are the managers of the British trade centres in Toronto, Vancouver and Montreal, and the register provides for the first time really comprehensive and accurate reference to British suppliers and their products. Its 800 pages provide an extensive buyers' guide to more than 3,750 products, and over 4,500 British manufacturers are included. The price of the book, which is bound in full cloth, is £2 2s.

40th Paris Show

THIS year's Paris Show will be held from October 1 to 11 at the Grand Palais, Champs Elysées, and at the Parc des Expositions, Porte de Versailles. It will cover a total area of nearly 21 acres. In all, 14 different countries will be represented.

The list of different makes of cars is headed numerically by France with 33, then England next with 22, U.S.A. 19, Germany 18, Italy six, Czechoslovakia two, and Spain one.

Jaguar Students

AN interesting brochure has been prepared which describes the student apprentice scheme of the Jaguar company. An effort is being made to attract the best type of applicant, and certainly it appears from the brochure that both the educational and welfare sides of the course have been very carefully studied. The brochure is available on request to Jaguar Cars, Ltd., Coventry.

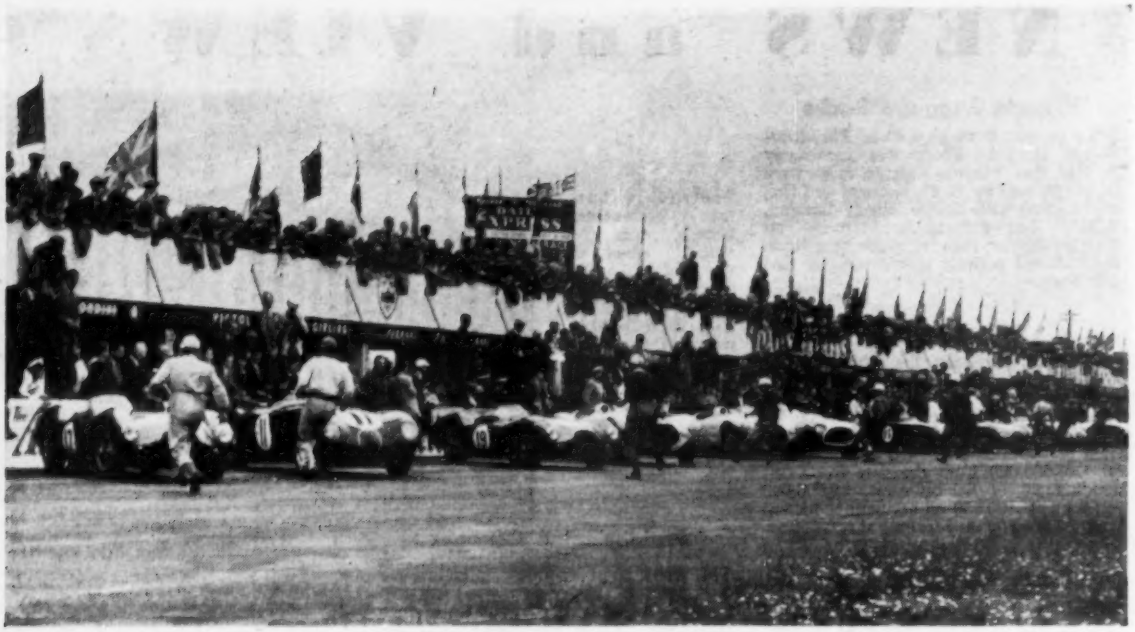
Fords in Eire

DURING May more Fords were sold in Eire than any other make. They totalled 323, with Morris next on the list with 301, then Austin with 204, Hillman with 145, and Volkswagen with 142. In all, 1,271 cars were registered for the first time during the month.

Bullnose Club

RECENTLY founded under the chairmanship of Mr. F. J. Minns, a nephew of Lord Nuffield, the Bullnose Morris Club encourages the use and preservation of these vintage Morris cars. A keen detachment of members turned out for the third rally held at St. Giles, Oxford, and despite torrential rain a 30-mile run in the country was successfully completed.

Some of the cars which took part in the third rally of the Bullnose Morris Club are seen here at the top of Shotover Hill, from which the modern Morris works at Cowley can be seen. (See accompanying paragraph.)



Drivers in the sports car race hustle across the road to their waiting cars. The first pair, on the left, are Reg Parnell and the Aston Martin—the winning combination. Then come Rolt (Jaguar), Salvadori (Aston Martin), the Cunninghams of Cunningham and Walters, Spear (Ferrari), Abecassis (H.W.M.), and the remaining works Aston Martin of Collins.

ASCARI DOES

MOSS, PARNELL AND FARINA ALSO WINNERS AT

FOLLOWERS of international motor racing are quick to appreciate the advantages in visibility for the spectators and the atmosphere of a proper road course which are provided at most of the Continental circuits. But if Silverstone falls short in these respects, the British Racing Drivers Club, with the R.A.C. and the *Daily Express*, provided a programme of racing last Saturday which, taken as a whole, outclassed a foreign meeting for interesting variety. In the sixth British Grand Prix Alberto Ascari drove brilliantly to another Ferrari victory; in the formula 3 race Stirling Moss left the field behind with extraordinary rapidity, quickly amassing a decisive lead; Reg Parnell, after a duel with A. P. R. Rolt's Jaguar, very comfortably led an impressive Aston Martin one-two-three in the sports car event; and in the *formule libre* race Dr. Giuseppe Farina, always popular with the Silverstone crowds, had little difficulty in leading the B.R.M.s home in the Vandervell 4½-litre Ferrari, at the same time setting up a new lap record of over 100 m.p.h.

For J. M. Hawthorn it was an off-day. In the G.P. he left the road in front of the pits in the early stages and then had to make two pit stops. In the *formule libre* race, his 2½-litre Ferrari (complying with the new formula 1 which commences next season) was a centre of interest. Unfortunately he was forced to retire early with overheating trouble. It was a splendid day during which the weather was reasonably kind, and if there were no close finishes there certainly were some fine displays of virtuosity.

FORMULA 3 RACE

AS the last of the great crowds arrived and the feeling of excitement and anticipation round the circuit increased, the peace-before-the-storm atmosphere was disturbed only by the public address system and the occasional spine-tingling sound as an engine was warmed up. At 10 a.m., first one or two, and then the remainder of the formula 3 cars moved out of the paddock with a mighty roar. Excitement rose as the Klaxons sounded, indicating the number of minutes before the start; the loud-speakers chatted away, drivers adjusted their goggles, gloves, and anything else they could find to adjust. The one-minute signal sounded, the starter's flag was raised, and, at 10.15 the 500s roared off on the 15-lap first event; the day's racing had begun.

Eric Brandon's Beart-tuned Cooper-Norton was first away with Moss' Cooper hard on his heels, slipstreaming him, awaiting the opportune moment to overtake: D. Parker's Kieft, too, was out in front. When the leaders came round again to Woodcote, Moss was leading by a small margin from D. A. Clarke driving Gerard's Cooper. Eric Brandon's Cooper was a close third and the rest of the field followed in a howling jostling pack. By the end of the second lap Brandon had passed Clarke into second place, Parker's Kieft had retired, thus spoiling a promising dual, and Moss had increased his lead. The remainder of the field had sorted itself out a little; S. Lewis-Evans' Cooper, L. Leston's Leston Special and E. Fenning's Erskine Staride occupied fourth, fifth and sixth places. In this lap Moss had equalled the formula 3 lap record of 86.37 m.p.h. C. Headland's Martin-Headland took Woodcote much too fast and, after a series of hair-raising slides, hit the pits, breaking the leg of a bystander.

During the next few laps Moss steadily increased his lead, pulling well clear of the Brandon-Clarke duel for second place. The pace set by the leaders was already taking its toll and, by the end of the fourth lap, Wicken's Cooper, Parker's Kieft, and Greenall's Cooper had all retired. In the fifth lap Leston, lying fifth, stopped at Club corner and retired, and, in the seventh, Clarke's Cooper abandoned the argument for second place, allowing S. Lewis-Evans to take third place. Clarke retired in the next lap with scavenge pump trouble. E. J. Moor's Wasp also retired during the sixth lap.

Thus, until lap 11, the order was Moss, Brandon, Lewis-Evans, a large gap, then Fenning, J. Coombs (Erskine Staride) and D. Truman (Cooper), who, after a spirited battle, had taken sixth place from N. Sanderson's Staride. Moss was unchallenged and had built up a substantial

lead. So the race went on. The gaps between the leaders closed up and Lewis-Evans equalled the lap record in the fourteenth lap. The race finished with Moss a popular winner. By way of good measure, he equalled the lap record for the second time in the last lap.

RESULTS: FORMULA 1

1. Cooper (S. Moss), 51m 5s, 84.74 m.p.h.
2. Cooper (E. Brandon), 51m 21s.
3. Cooper (S. Lewis-Evans), 51m 24s.
4. Staride (J. Coombs), 52m 9s.
5. Staride (E. Fenning), 52m 16s.
6. Cooper (D. Truman), 52m 17s.

Fastest laps: S. Moss, S. Lewis-Evans, 2m 2s, 86.57 m.p.h.

THE GRAND PRIX

AT 11.30 a.m. the scene in front of the pits captured the true Grand Prix atmosphere of excitement. With five minutes to go before the start the cars were lined up on the grid. In the front row were Ascari (Ferrari), who had put in the fastest practice lap, in 1min 48sec, Gonzalez (Maserati) and Hawthorn (Ferrari), who had jointly lapped at 1min 49sec, and Fangio (Maserati), who had managed 1min 50sec. Two Maseratis and two Ferraris: it was a formidable line-up.

Behind these four were three more Italian-red cars; the Ferraris of Villoresi and Farina, and Marimon's Maserati. Of these Farina had been the fastest in practice with an equal time to Fangio's, and Marimon and Villoresi had been a second slower. Between the first seven cars, therefore, there were but three seconds in practice, and Ferraris and Maseratis were well mixed. Behind the red cars came the blue Gordinis of Schell and Trintignant (one second slower again), then Wharton and Rolt, who were the fastest of the all-British entries (another second slower) with Cooper-Bristol and Connaught respectively. Non-starters were restricted to Moss (Cooper-Alta) and Chiron (Osca).

The flag fell, and with that wonderful booming, frightening din of unobstructed exhausts the field, half hidden in oil smoke, screamed away between pits and grandstands, under the footbridge, and down to Copse—the first corner. And it was the champion Ascari already in the lead, with Fangio right on his tail in the Maserati; then Gonzalez, Villoresi, Hawthorn and Marimon. Ferrari—Maserati—Maserati — Ferrari — Ferrari — Maserati; what a wonderful mix-up of the two *marques*! All eyes were focused on Hawthorn, but early on in the race, at Woodcote corner he touched a 12ft long pool of water. The car slid broadside, crashing through the little fence edging the grass, throwing turf in all directions, and back on to the road to continue at almost unabated speed. But he had to make a pit stop and later found a fuel leak, and it took 1min 52.5sec to put it right. This was a hard knock, for it virtually eliminated his chance of victory.

But if Hawthorn was "out" the Maseratis were not, and Gonzalez was right on the tail of Ascari; and behind him was Fangio. So it was only Ascari holding off the Maserati challenge. Villoresi was quietly holding fourth place, steadily pulling away from team-mate Farina. After the noise of the Maseratis going by—for Ascari seemed to slip by with such grace as to be almost unnoticed—Villoresi and Farina appeared to be just "cruising"—at an average speed of over 90 m.p.h.!

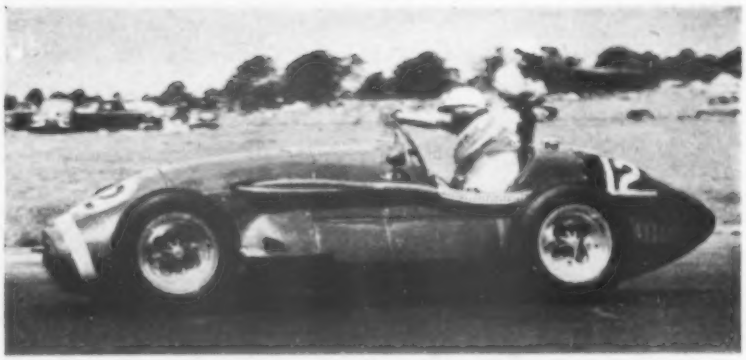
Behind the giants were Marimon (Maserati), Trintignant (Gordini), Bonetto (Maserati), Macklin (H.W.M.), and Rolt (Connaught). But soon Trintignant was out with a broken exhaust pipe and the H.W.M. split its clutch housing. Rolt went on to drive a tremendous race in a relatively slow car; a race which drew enormous enthusiasm and appreciation from the crowds. As the leading British car it was indeed unfortunate when he retired after more than 70 of the 90 laps.

Only one thing seemed assured. Ascari was staying in front. Gonzalez fell to Fangio and Villoresi after being flagged in for spilling oil, and de Graffenried, after stalling at the start, pushed through the field driving at his best in a Maserati until plug trouble caused him to drop back again.

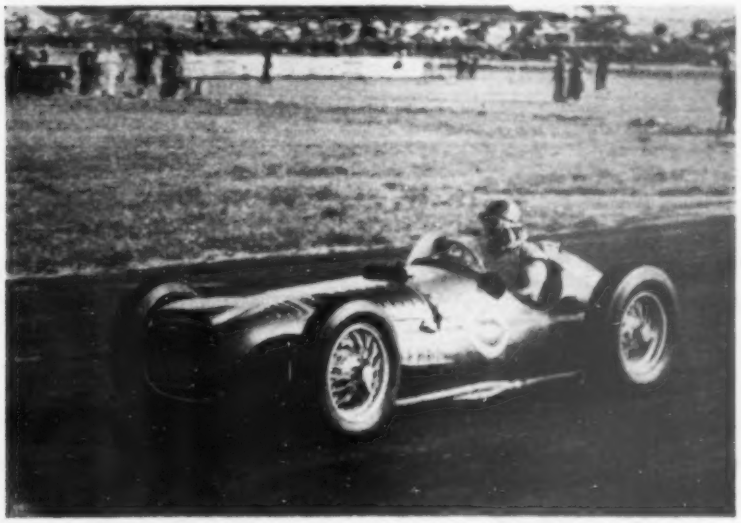
Farina steadily moved up, partly because of failures among those in front of him and partly because, if not as fast as Ascari, he was as always driving impeccably. Ascari was continuing beautifully, for although Fangio was nearly 20 seconds behind at one-third distance he did not let up at all. Inexorably the gap continued to widen, and even in the final stages Ascari was still pulling away. Gonzalez, who took over third place when Villoresi's axle went in the sixty-third lap, pulled in for more oil (most of the original oil being splashed round the circuit). This stop took 41sec, so that Farina slipped into third place. And behind Gonzalez was Hawthorn, who had made up lost time wonderfully well. Thus, as they flashed over the finishing line it was Ascari winning again, at 92.97 m.p.h., followed by Maserati—Ferrari—Maserati—Ferrari—Maserati, and then B. Bira's Connaught well driven into seventh place.

IT AGAIN

SILVERSTONE GRAND PRIX MEETING



Shirt flying in the wind, Roy Salvadori presses on in the fuel injection Connaught during the Grand Prix



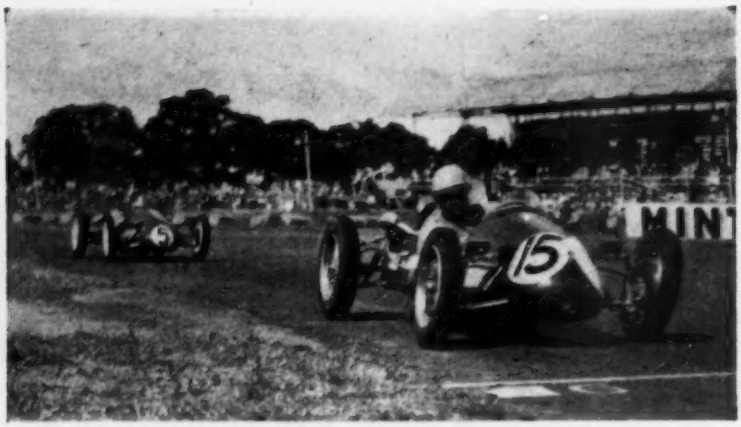
J. M. Fangio made tremendous efforts with the B.R.M. in the *formule libre* event, but he was unable to catch Farina in the Vandervell Ferrari

RESULTS: GRAND PRIX

90 laps of 2.03-mile circuit: 183.7 miles

1. Ferrari 1.980 (A. Ascari), 2 hrs 50 min 0 sec, 92.97 m.p.h.; 2. Maserati 1.988 (J. M. Fangio), 2 hrs 51 min 0 sec, 92.45 m.p.h.; 3. Ferrari 1.980 (G. Farina), 2 laps behind; 4. Maserati 1.988 (F. Gonzalez); 5. Ferrari 1.980 (J. M. Hawthorn), 5 laps; 6. Maserati 1.988 (F. Bonetto), 8 laps; 7. Connaught 1.967 (B. Bira), 8 laps; 8. Cooper-Bristol 1.971 (K. Wharton), 10 laps; 9. Cooper-Alta 1.960 (P. N. Whitehead), 11 laps; 10. Ferrari 1.980 (L. Rosier), 12 laps.

Fastest lap (record): Ferrari 1.980 (A. Ascari) and Maserati 1.988 (F. Gonzalez), 1 min 50s, 95.79 m.p.h.



Eric Brandon drove well in the formula 3 race, and is seen here with D. A. Clarke trying to catch him in Bob Gerard's car.

FORMULE LIBRE

TWO B.R.M.s in the hands of Fangio and Wharton, the green 4½-litre Vandervell Thin Wall Special Ferrari driven by Farina, and the 2½-litre Ferrari, designed for next season's Grands Prix and driven by Hawthorn, were the centre of interest in the 17-lap *formule libre* event. During the first lap Farina tore away into the lead, the formula 1 Ferrari looking very big. Just behind was Hawthorn, followed by Fangio and Wharton. The almost incredibly noisy B.R.M.s, never quick off the line because of wheelspin, settled down to the task of trying to catch up, and by the end of the second lap Fangio had already passed Hawthorn and was in pursuit of Farina.

With four laps completed Wharton passed Hawthorn at Woodcote Corner, just as Hawthorn was coming into the pits to retire with overheating. This left the lead a matter between Farina and Fangio, with Wharton in third place; these cars were pulling away quite easily from most of the remaining cars. R. Flockhart, in his old 2-litre supercharged E.R.A., was driving splendidly. He held fourth place from the fifth lap to the end, unchallenged by any of the other competitors.

Farina was driving at his best, with sure control of a car much more potent than his usual formula 2 mount; and during the race he put in a wonderfully fast lap in 1 min 45.2 sec, a new record of 100.16 m.p.h. This made him the first man to lap Silverstone at over the magic hundred, and when it was announced over the loudspeakers he certainly received a well-merited ovation.

By half distance he had a lead of nearly 20 seconds from Fangio, and it was clear that he was almost certain to win. From this stage onward the gap between the two cars was reduced only slowly, and once more the B.R.M.s failed to find the necessary speed to win on a tricky circuit. Farina crossed the line first, after averaging 96.79 m.p.h., to complete what had been a splendid day of varied events, each one a first-class example of its kind.

RESULTS: FORMULE LIBRE

1. Ferrari Thin Wall Spl. 4.500 (G. Farina), 50m 50.8s, 96.79 m.p.h.; 2. B.R.M. 1.487 s (J. M. Fangio), 51m 2s; 3. B.R.M. 1.487 s (K. Wharton), 51m 14s; 4. E.R.A. 1.980 s (R. Flockhart), 52m 8.6s; 5. E.R.A. 1.781 (G. N. Richardson), 1 lap behind; 6. E.R.A. 1.488 s (A. G. Whitehead), 1.

Fastest lap (record): Ferrari Thin Wall Spl. (G. Farina), 1m 45.2s, 100.16 m.p.h.

BRITISH GRAND PRIX . . . . . continued

SPORTS CARS

AFTER the excitement of the Grand Prix had died down and the picnic baskets had been put away, the crowds took up their positions again for the sports car race. Of high interest value—in an entry containing some very interesting cars—were the two 5½-litre Cunninghams, making their first appearance in this country; P. Walters' car had put in a practice lap within 0.01 sec of the sports car lap record. Hopes were high, too, for Tony Rolt after his Le Mans win, and Parnell's fastest practice lap in 1 min 54 sec had unofficially broken the lap record, which augured well for Aston Martins.

The cars were started in Le Mans style and Parnell was first away, followed by Rolt's Jaguar; the two Cunninghams were slow in starting, as was R. Salvadori's Aston Martin. In the lead as the cars came round Woodcote Corner—in comparative silence after the tumult of the Grand Prix—was Parnell, closely followed by Rolt and, after a small interval, I. Stewart (Jaguar), G. Abecassis (H.W.M.), P. Collins (Aston Martin) and N. Sanderson (Jaguar). During the first three laps fourth position changed hands at each lap but, by the fourth lap, Walters' Cunningham was lying fourth with W. C. Spear's Ferrari fifth. Walters held this position for three laps only, dropping back to fifth place in the seventh lap and then retiring with gear box trouble. The second Cunningham, driven by Briggs Cunningham, never bettered sixth place, which it held from laps 8 to 13; as he passed the pits, however, he shook his head gloomily, as though all was not well, and retired with a broken oil pipe in the fourteenth lap, the car making a white smoke screen as oil poured on to the hot exhaust.

The Parnell-Rolt duel was developing well and, on the fourth lap, Rolt took the lead and held it till the ninth lap when he was re-passed by Parnell; during the first ten laps these two were never separated by more than 100 yards. R. Salvadori's Aston Martin, twelfth at the end of lap 1 after a bad start, had been steadily working its way up through the field into fourth position which it took from Spear's Ferrari in the fourteenth lap. Thus the order by the fifteenth lap was Aston Martin (Parnell), Jaguar (Rolt), Aston Martin (Collins), Aston Martin (Salvadori) and Ferrari (Spear). Rolt, after chasing Parnell hotly until the fourteenth lap, had settled down and allowed the gap to increase slightly. Six laps later Salvadori passed Collins into third position.

In the seventeenth lap Duncan Hamilton from the pit signalled Rolt to increase speed and, three laps later, his interval behind Parnell had decreased considerably. The promised battle for first place, however, was not to be; at the end of the next lap Rolt came into the pits, overshot and reversed back again. After a hasty consultation the trouble was diagnosed as a cracked piston; Rolt had retired.

This put the Aston Martins of Salvadori and Collins into second and third places, with Spear's Ferrari fourth and the *Ecurie Ecosse* Jaguars of Ian and J. Stewart fifth and sixth. By the thirteenth lap Parnell's lead over Salvadori was 26 sec and his race average 89.42 m.p.h. This order did not change and the three Aston Martins came in first, second and third. After Rolt's retirement Parnell's lead had never been in danger and he crossed the line with his face justifiably wreathed in smiles.

RESULTS: SPORTS CARS

1. Aston Martin 2.922 (R. Parnell), 1h 8m 45s, 89.41 m.p.h.
2. Aston Martin 2.922 (R. Salvadori), 1h 9m 11s.
3. Aston Martin 2.922 (P. Collins), 1h 9m 12s.
4. Ferrari 4.101 (W. C. Spear), 1h 9m 45s.
5. Jaguar 3.442 (I. Stewart), 34 laps in 1h 9m 16s; 6. Jaguar 3.442 (J. Stewart), 34 laps in 1h 9m 37s.

Fastest lap (record): Aston Martin (R. Parnell), 1m 55s, 91.63 m.p.h.

Winner of the sixth British Grand Prix: Alberto Ascari acknowledges the chequered flag from the cockpit of the formula 2 Ferrari.

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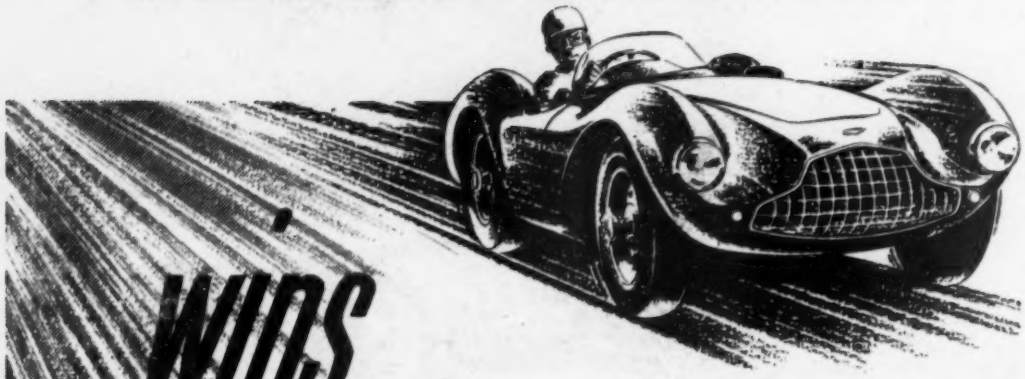


wins again on

DAILY EXPRESS

SILVERSTONE

INTERNATIONAL

SPORTS CAR RACE

1st	2nd	3rd
(R. Parnell)	(R. Salvadori)	(P. Collins)

(Subject to official confirmation)

AVON

'FASTEST AND SAFEST'

to-day's *Leading* tyre

POST-WAR CHANGES IN TYRE DESIGN

By J. R. DAVEY

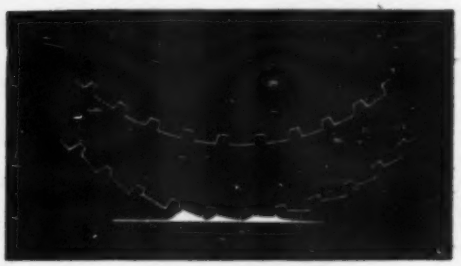
AREAS of CONTACT

A Dunlop tread: The circumferential running ribs have zig-zag edges which greatly increase the total length of contact with the road, as compared with straight edges. The outer ribs have transverse slicings or "stop notches."

AFTER the war, one of the changes which occurred in American car design, under the stimulus of competition, took place in tyres. A standard size had been the 6.00-16in: it grew fatter and became a 6.50-15in tyre, on a wider and smaller diameter rim, but it retained the 6.00 in tread, while the pressure was lowered from 28 to 24 lb per sq in. This resulted in a 5 to 10 per cent increase in tyre rolling resistance, which was unimportant, for tyre loss is only a fraction of the total rolling resistance of a car at a constant speed, which is made up of air resistance and mechanical friction plus the energy absorbed by changes of direction; but in the interests of easier driving American cars had a considerable surplus of power. Lateral stability of the tyre was ensured by the wider rim: it was the use of fat tyres on narrow rims which made the early "balloon tyres" of the nineteen-twenties so very prone to sideways rolling. The wider base robs a fatter tyre of a little of its resiliency, but to a negligible extent.

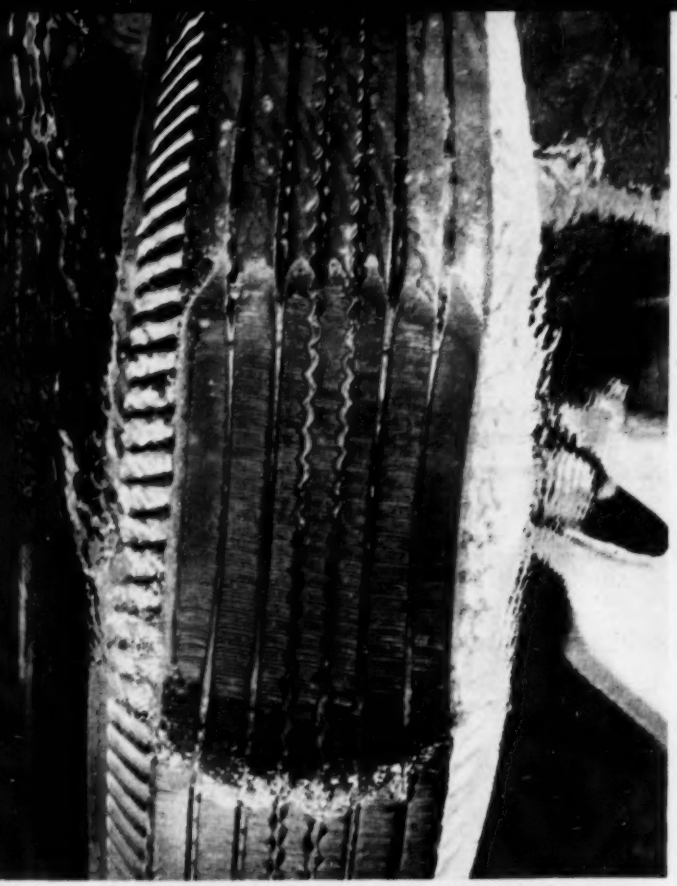
Larger tyres, with the ever-growing weight and size of U.S. cars, together with rising speeds, increased the problems both of manœuvring and of correcting skids with a very low geared steering; this problem is being met by the introduction of power-assisted steering, which enables a more direct ratio to be used without heaviness of actuation. At first, the gearing is not being changed very much, and is not nearly so high as that liked by Europeans in large, fast cars, for the American driver is used to large steering-wheel movements, and too sudden a change would make him oversteer.

In Britain, the corresponding change may be typified as a 5.90-15in tyre at 24 lb per sq in replacing a 5.00-16in tyre with an inflation pressure of 28 lb per sq in. There is very little difference in the rate of wear: but the question of rolling resistance (with which fuel consumption is associated) is more complex. It may be assumed to be about 10 per cent more with the tyre of greater section and lower pressure, and is a negligible addition to the total resistance when high speeds are used and air resistance becomes enormous, absorbing, at maximum speed, nearly all the power output of the engine. But it is not negligible in those cars which are economically cruised at 30-40 m.p.h., coasting in neutral down slopes. Not only is tyre resistance then a greater proportion of total resistance, but it can at frequent intervals provide the small difference between coasting down a slope and being unable to do so, so that the engine, to provide the very little power needed, must be speeded up and engaged, burning a lot of fuel merely turning itself and overcoming pumping losses and friction to provide fractional power output. A small increase in tyre pressures puts the owner back where he would be with older, smaller and harder tyres. To a quiet driver, the loss of tyre contact area and multiple tread edges which give grip on wet roads is not important. But the old large diameter, 50 lb per sq in high pressure tyre of "vintage" days had half the rolling resistance of modern tyres. Rolling resistance of a tyre is not made up entirely from the energy absorbed in flexing the walls. A greater factor in most tyres is the bending of the tread to a flat at the lowest point, for a tread is necessarily thick and stiff. Diameter in current tyres does not vary enough for it to be a major factor in "bump-resistance" over potholes: all tyre treads strike the far side of a pothole at small variations of angle. The 13in tyre is not so much smaller than the 16 or 15in.



Heel-and-toe wear in treads of square blocks causes them to ride up over a film of water on the road. When they are new their stopping power is good, but when they are worn it deteriorates considerably.

Many motorists' minds are occupied with the question of



Maximum resistance to wheelspin or to the locking of wheels when braking on wet roads comes from slicing a tyre tread transversely. This view of an American Goodrich Lifesaver tyre under braking was photographed through wet glass. It shows how the slices tilt under braking torque and have a squeegee action.

EFFECT ON TYRE ROLLING RESISTANCE OF CHANGE IN SIZES AND RIM DIAMETER

Tyre size	Pressure (lb per sq in)	Load (cwt)	Relative rolling resistance
5.25-18	32	9	85
6.00-16	27	9	100
6.70-15	24	9	110

the great transference of weight from rear to front which has taken place. Research, stationing observers at certain corners and tuning a great number of cars, has established that the modern cars *are* cornered by their owners faster than the older cars.

The work of a tyre on corners in changing the direction of the car is proportional to both speed and weight, that is, the centrifugal force. Another factor which has not been measured, although it is known to be most influential, is the manner in which a fast bend is taken. Skilful, even cornering, when the centrifugal force is fairly steady all the way round, saves tyres; and unskilful handling, when at some point of the bend the car is given a sudden jerk, producing a high peak load, is hard on tyres. Great individual variations between similar cars, driven at similar speeds, have been observed. Heavy nose weight also means greater work done in braking at the front. Cruising along the straight, even at high speeds, the tyres are having a fine time, but the punishment they must take on corners is well illustrated by a Dunlop experiment. A Morris Minor, a small, light car, was driven at full lock in tight circles, continuously. The outside front tyre was worn smooth by this ill-treatment in 32 miles!

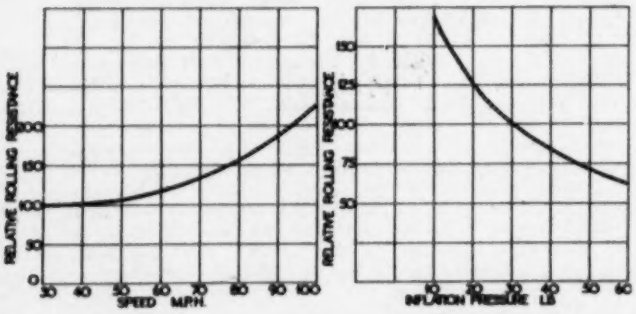
As far as tyre life is concerned, British motorists may well blame their winding roads, but on the other hand the cool climate is very favourable to wear. It may console Manchester men, whose infamous monsoons have brought them into such bad odour in the cricket world, that Lancashire is an excellent area (states a leading tyre maker) for low tyre wear. Tyres like wet roads, cool climates, traffic congestion and smooth granite cobbles. The east coast is a bad area.

AREAS of CONTACT . . . . . continued

rapid front tyre wear, which they often blame on i.f.s. Tyre manufacturers have found, however, that with well-designed layouts the lateral movements of slightly inconstant cambers and tracks are not too serious from the tyres' point of view, for the soft suspensions associated with i.f.s. have a slow movement on the larger deflections, which are bounces. During a complete up and down bounce the wheel performs perhaps two or three revolutions, so that it is not pushed bodily sideways, scrubbing the tread, but merely has to adapt itself to running at a slight change of angle. More serious are changes in toe-in, owing to a lack of fore-and-aft rigidity in the wishbones—they can produce rapid wear. But the principal cause of rapid front tyre wear is the greater cornering powers of the modern car, associated with

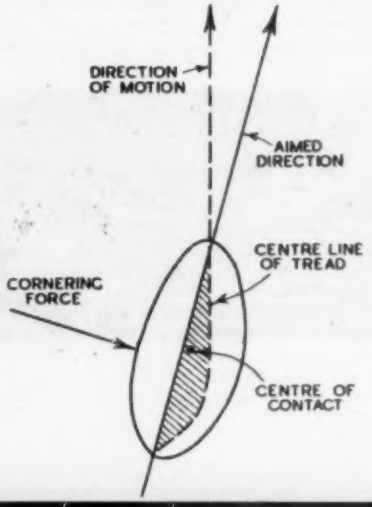
It is hotter and drier, and, although it is not hilly, its flint-surfaced roads wind round open bends which can be, and are, taken fast.

The modern nose-heavy car usually has the qualities of directional stability and a pleasant under-steer on corners, but where the tendency has been extreme it does undoubtedly have a tendency to wheelspin under violent acceleration and even difficulty in starting at all on snow or very greasy surfaces. This difficulty is not easily overcome by the tyre maker, as any attempt to provide too many crosswise slices, which are more effective in traction and braking than inclined tread pattern edges, may produce a tyre which wears more rapidly and unevenly. The trouble really lies in the fact that there is not enough weight at the rear, and it dis-



The effect of increased speeds on the rolling resistance of a tyre, and (right) the effect of varied inflation pressures.

Deflection of the centre line of a front tyre tread on a right-hand turn. There is more area behind the centre of contact area than in front of it, and a self-aligning tendency is set up in the wheel.



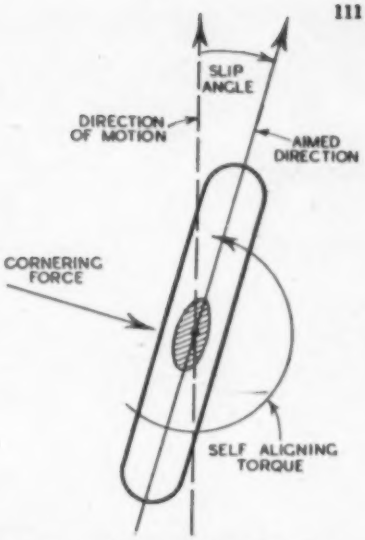
appears when the rear of the car is ballasted. One extremely nose-heavy range of models is justly famed for its ability on very slippery surfaces, but it has front wheel drive, and where the weight and grip are, there is applied the power!

These particular cars have quite small wheels. Seeing side by side a high performance car with a great reputation for handling on wet roads, with the large wheels and tyres characteristic of performance cars, and in contrast a family car with small wheels, it is natural to conclude that big wheels are the secret. Those big tyres are more lightly stressed, of course, for high performance work, and they run cooler, but the wheels are big largely because they have to accommodate big brakes. They are also fashionable, and, of course, they cost more, and are something of a luxury. The really important factor in superior roadholding is the fact that performance-car makers rarely depart far from the classic 50-50 front and rear weight distribution.

Light and Loaded

A modern family car is for families, so that it may be expected to carry rear seat passengers and a lot of luggage, when its weight distribution is good. Some of the old, tail-heavy family cars handled very nicely with two people, but, when they were heavily rear-loaded, the tail end was inclined to take charge on wet roads. Small wheels come into the matter of luggage, too, for they make possible an enormous luggage locker, very highly valued by most owners. The spare wheel is small, too, and does not take up much space. It may be remembered that the old, tail-heavy family cars wore out rear tyres rather quickly, and oversteered. There was a greater centrifugal force and a greater slip angle at the rear, a position which is completely reversed with the modern nose-heavy models.

The contact area of a tread is, in spite of other considerations, important. The whole of the front part is engaged on a wet road in wiping operations, to squeegee the water film off the road, in the manner of a windscreen wiper. The most common form of tread has continuous circumferential bands, which give long life, run silently, and are not liable to break up or wear unevenly. Their edges run in zig-zags,



The behaviour of a front wheel when cornering. The "cornering force" in the diagram is the resistance of the road surface: the car is making a right-hand turn.

so that their total number is much greater than if they were straight, and they resist sideways skidding which, owing to the continuous forward motion of the car, takes place around 45 degrees to the line of travel and not absolutely sideways. The zig-zag edges are opposed at the correct angle to a 45-degree skid.

The transverse slicing often referred to as "stop notches" is usually confined to the sides of the tread, and the central running ribs may not have it; they take the most wear. These stop notches are extremely effective in resisting wheelspin and locked wheels in braking. It is a matter of interest that a pre-war tread, made up of rows of square blocks, provided a better grip when new. But it wore unevenly so that the blocks became sloping in profile, and they rode a film of water and slid over it, as a tilted Michell slipper (in engineering) rides up over an oil film without breaking it.

Efficiency and Noise

When an ordinary tyre is wearing unevenly, incorrect steering or suspension geometry, especially toe-in, must be suspected and checked. Tyres which are run under-inflated also distort unduly, and may wear unevenly. Out-of-balance wheels can also affect tyres adversely.

Modern tyre treads often do incorporate rows of diamond-shaped blocks, in conjunction with circumferential running ribs, and these blocks behave well. Indeed, a Dunlop racing tyre is entirely made up of diamond-shaped blocks, with no running ribs. These blocks are quite shallow, the tyre is run at high pressure, and, as the blocks are not subject to undue distortion, they do not wear unevenly. They are very noisy, producing a thin whine which, at a speed of 100 m.p.h., is very audible indeed, whereas an important point in the design of a tyre for ordinary cars is silence.

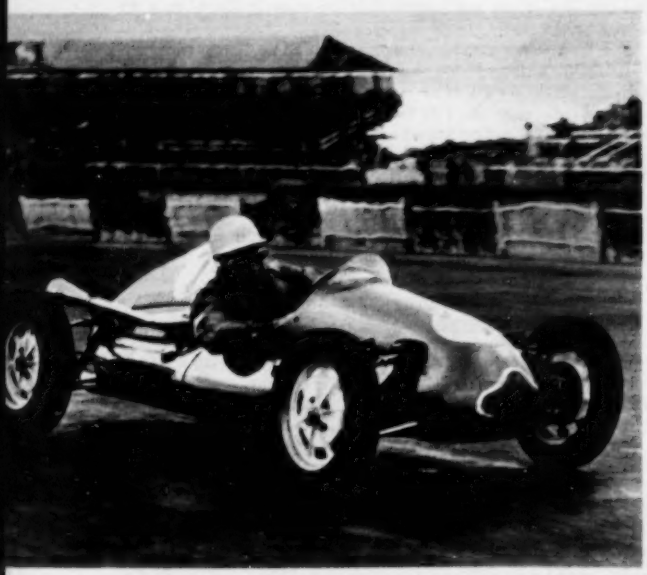
Tread patterns are designed with quietness of operation in mind, and tyres themselves do not produce objectionable noise. They may, however—it is another problem of modern car design—transmit the roughness of non-skid road surfaces to the steel shell of integral construction cars, which amplify it. This takes place mostly through the light i.f.s.; the rear axle is heavier, and mounted on long, half-elliptic springs, but at the front this road vibration may be below the sensitivity of the springs; it is not a powerful enough movement to activate a coil spring as a proper bump does. The tyre manufacturer could, at the expense of a rapid rate of wear, provide a very soft tread which would absorb this vibration, or he might even provide a hard rubber running tread with an inner soft tread bonded to it; but it is more simple for the car designer to provide soft rubber washers or cushions in the spring mounting pads, or to use a sound-insulating rubber mounting in linkages.

The distortion of the front tyres, when the fine cornering abilities of this modern 1½-litre car are freely used, illustrates the tremendous forces acting on the tyres, which are naturally reflected in the rate of wear.

(The author acknowledges with thanks much information, and some of the illustrations, provided by the research departments of the Dunlop Rubber Co., Ltd., who are not, however, responsible for the views expressed.)

SILVERSTONE SPECTACLE

A full report of this meeting appears on pages 106-108.



Stirling Moss, who led the formula 3 race from the end of the first lap and built up his lead till the finish, takes Stowe Corner in his Cooper.

Bob Gerard takes his retirement from the Grand Prix with true British phlegm.

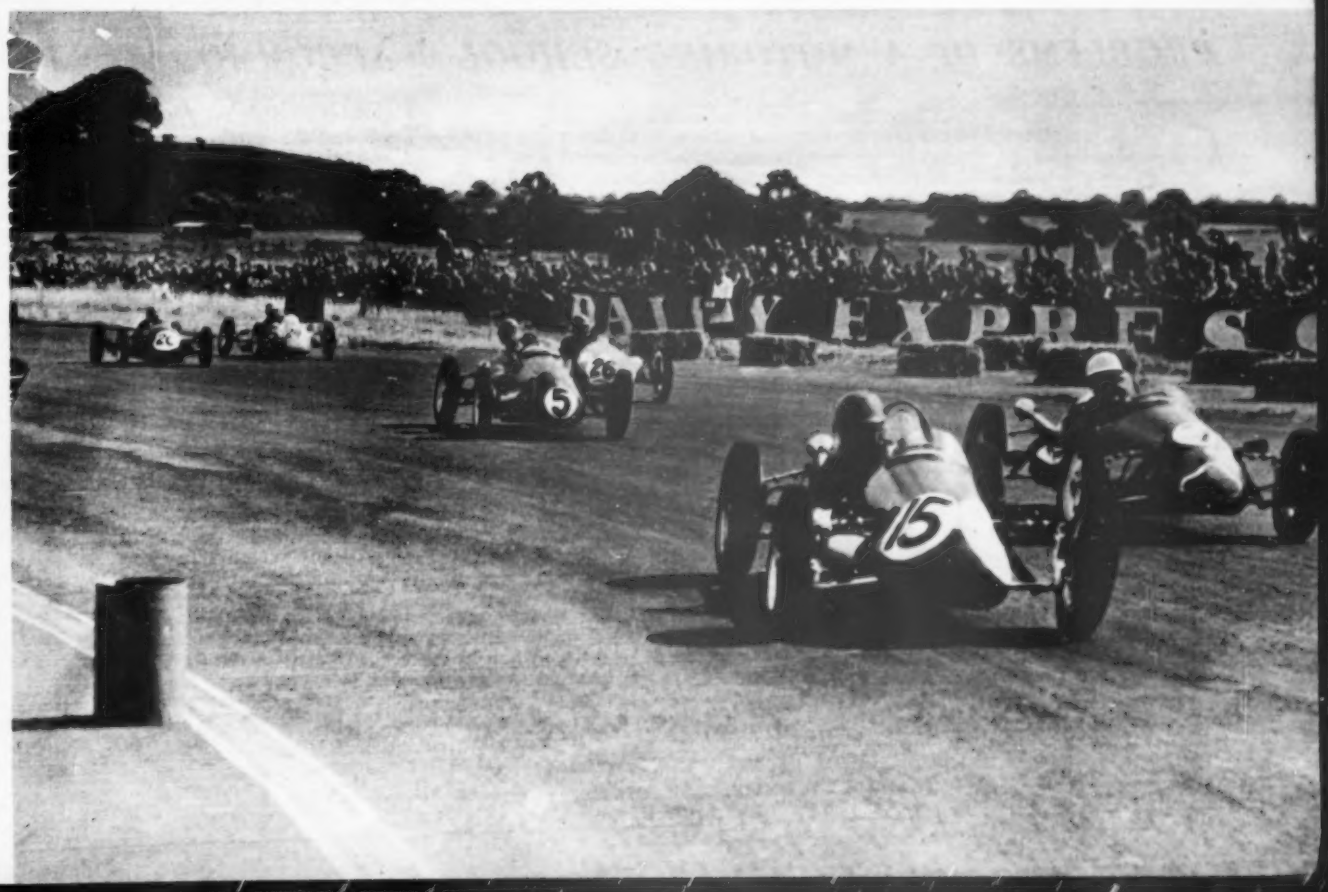
After being shown the black flag on three successive laps, Gonzalez brought the Maserati into the pits unaware that he had dropped oil on Woodcote Corner. He gave a fine display of Latin volatility !

Winner of the *formule libre* race, G. Farina, who led from start to finish, prepares to take Stowe Corner after the fast Hangar straight.

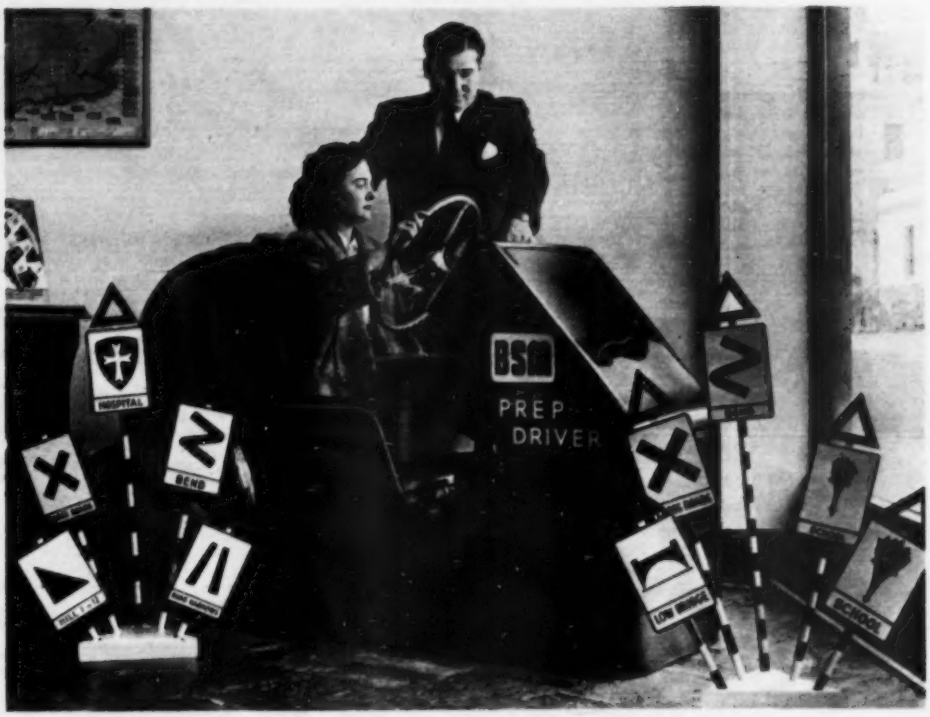
Left: The privately entered DB3 Aston Martin of Graham Whitehead, sandwiched between the S-type DB3s of R. Salvadori and P. Collins, takes Stowe Corner in the sports car race.

Left: A. Ascari, last year's champion and well in the running, this year, too, takes Abbey Curve with his usual absence of fuss.

Below: Led by Brandon's Cooper, with Moss' Cooper just about to pass, the formula 3 cars approach Stowe Corner with the field strung out almost as far back as Chapel Curve. Clarke's Cooper is in third place and Leston's Leston Special fourth.



ASPECTS OF TUITION (1)



Getting the feel of the controls in the prep-driver.

THE IMPORTANCE

PROBLEMS OF A MOTORING SCHOOL : ACCOMMODATING

ONE of my relatives boasts that the first time he ever changed gear he drove the car straight out of its garage to a town about 80 miles away. The rest of the family is eternally grateful that it was not included in the trip. Driving licences were, of course, virtually on the open market; and although this freedom was lost when the compulsory driving test was instituted in 1935, it was a necessary control, for some skill was required henceforth of novice drivers starting to drive alone about the public roads.

With almost 20 motor vehicles to every mile of British road, not to mention cyclists and pedestrians, the teaching of the L driver affects, eventually, everyone else already on the road. When I visited a branch of the British School of Motoring recently, and watched the hourly change-over of pupils and instructors, everyone seemed to be enjoying themselves. But instructors must manufacture competent drivers from the most raw and sometimes unsuitable material. Human beings are strange creatures, especially behind a steering wheel, and teachers have to deal with an assortment of characters and temperaments.

The driving test does, of course, stare through the windscreen. But it is not only the test that matters, but also the pupil's driving strength when "testitis" is a complaint of the past. Complete clutch control is the basis of good driving; in the lessons run by the B.S.M. this difficulty is conquered at the start. When the pupil has mastered the clutch there is exhaustive—and sometimes exhausting—practice on corners. After about eight one-hourly lessons a senior instructor from the school carries out a mock test to detect any persistent faults, and if London, or any other crowded area, is to hand, the learner is then put into the hurly-burly of traffic.

Many motoring schools run planned courses, and these are very different from the instruction of a friend or relative in the precious family car, when the two often fight it out between them. I know. I have had both sorts of teaching. The law allows any novice newly through his test immediately to teach someone else to drive; I need not enlarge upon the possibilities of danger in this connection.

At many branches of the B.S.M. pupils can practise in the prep-driver, which has all the controls of a mobile car, but is safely clamped to the floor. The reaction tester on this dummy car records, with devastating accuracy, the time one takes to think about pressing the brake pedal in an emergency stop. The average beginner's time is 1.0 seconds; with driving experience this is reduced to about 0.7 to 0.5 seconds. Stirling Moss, who had his reactions tested at the Earls Court Show last year, made the best time yet, 0.3 seconds.

Cruel to be Kind

The Ministry of Transport allows no leniency to the disabled would-be motorist in the driving test, for none can be given to him in the general hustle of the roads, where he has to meet everyone on an equal basis. The B.S.M. attacks this problem with an impressive resourcefulness; attack is perhaps too noisy a word, for there is a quietness

and understanding about every victory. Instructors specialize in teaching disabled pupils to drive. In fact, only two per cent of the disabled persons who apply for lessons have to be turned away.

Special instruments are designed to reduce a handicap. Wonderfully simple to handle, and often detachable, these

The reaction tester at work. One of the three small red lights at the top of the dummy facia will suddenly shine, and the driver must instantly apply the brake—and operate the clutch as well if possible.

extended to the right-hand side of the steering wheel by a detachable lever; one rotary hand-grip steering ball, used for sharp corners and full-lock turns, was attached to the steering wheel. The one-armed driver's hand must never leave the steering wheel while the car is in motion, and the only allowance made to him in the test is that he need not give hand signals. Gear changing is tricky, for the movement of the gear lever with the fingers must not permit the steering to waver.

An amputation below the elbow usually allows a driver to use the artificial arm for normal steering with the help of a ball and socket steering aid. Rotary steering balls are attached to the steering wheel (as many as the driver requires), and a small light socket, which fits over these balls, screws easily into the driver's artificial hand or arm appliance. This method gives complete control of the steering, and can even be used with greater speed on a full-lock turn or sharp corner than the normal two-handed turn. Another ball, of the same size, can be attached to the gear lever, and gear changes made with the socket in the artificial hand. Alternatively, adaptations—shaped to fit the artificial hand—are used on the gear lever and hand brake. There is also an automatic hand brake release for use with a weak or artificial hand.

Resourcefulness

A few years ago, a young man who suffered from a double amputation of the hands resulting from a war injury, applied for driving lessons. He wanted, very much indeed, to learn to drive, but hardly dared to hope that he could be taught. The steering was the greatest difficulty to overcome, for the ball and socket device gives insufficient control when both hands are missing. After much experiment, a detachable steering wheel was designed. This has since enabled many handless people to drive. Fitted over the standard wheel, it is shaped on its inner surface into twelve shallow

OF BEING EARNEST

THE DISABLED

are used during the driving lessons, and may be bought and transferred to the driver's own car. Whenever possible, such modifications fit in with the normal arrangement of controls, and do not therefore confine the car's use to the disabled driver.

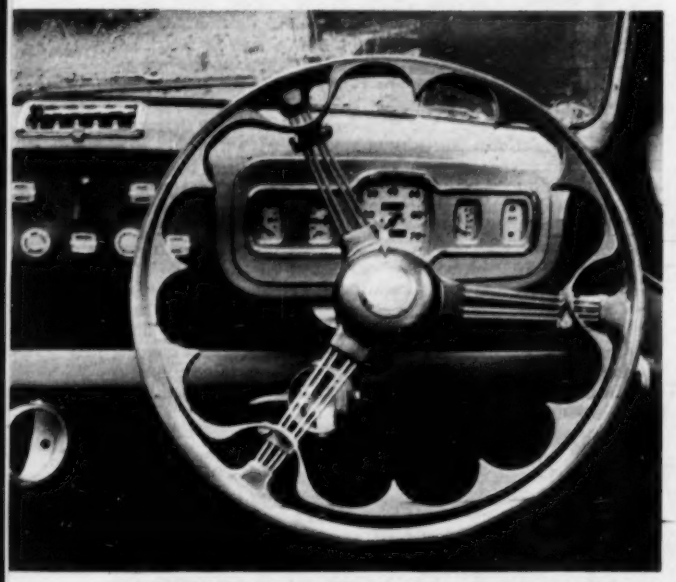
All by Hand

One learner, who made a competent driver after a normal course of lessons, had to be lifted out of his invalid chair for each lesson and carried by his teacher into the car. All controls are hand operated when the feet and legs cannot be used. The hand-controlled clutch and throttle levers, fitted under the steering wheel, can be operated by the fingers of the right hand without removing the palm of the hand from the steering wheel. These controls have a light, easy action. Finger-grip control is essential, for whilst the left hand copes with the gear lever or hand-operated "foot" brake, the right must steer and release the clutch. Another hand-controlled clutch is worked by a trigger on the gear lever, which allows the clutch to be released and the gear change made in one movement of one hand.

An instructor drove me about London recently, demonstrating the controls that a one-armed driver is taught to use. He held his left hand in his pocket. The gear lever was

The brake and clutch pedals are duplicated on the B.S.M. cars used for instruction.

THE IMPORTANCE OF BEING EARNEST . . . . . continued



A detachable steering wheel is fitted over the existing one for the handless driver. The curves on its inner surface are used for normal steering, the three depressions on the outer surface for sharp corners and full-lock turns. The adaptation on the gear lever is designed for use with an artificial hand.

curves, in which the hand appliances rest, moving easily from one curve to another as required, with confident control of the steering. The young man was the first to use this wheel. A friend always went with him and his teacher for the lessons; sometimes they would come back to the school laughing and sometimes nearly in tears—but the test was passed, and another victory won.

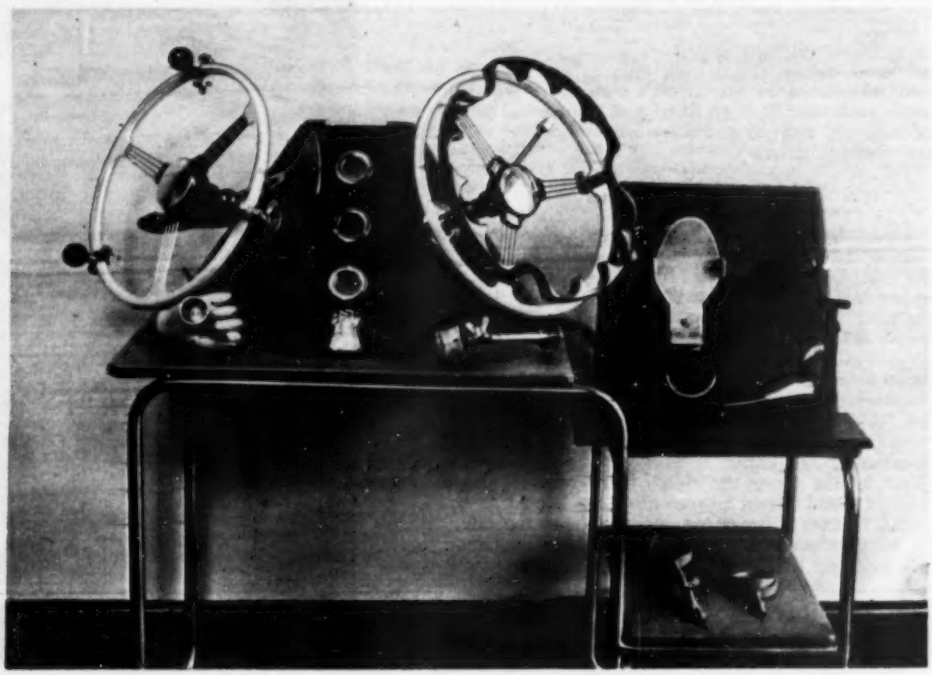
Designs are often evolved for special cases. A small rubber damper was constructed to prevent vibration through the steering wheel from hurting a driver's elbow. A foot cradle rests a stiff or weak leg while driving, and cradles on the brake and clutch pedals give an artificial foot greater ease of control. But more than appliances are needed to teach successfully the disabled pupil to drive. Any teaching job requires an abundant giving—of skill and confidence. The more difficult the disability, the more worth while the giving becomes. Instructors find that it is satisfying work; by their teaching, the effect of disabilities can be greatly lessened, and the pupil gains a freer perspective of life.

Margin for Error

Like roads, good drivers are built upon the strength of their foundation. While a dual control car allows both teacher and learner a certain peace of mind, this is not its only virtue. With the clutch and brake pedals beneath his feet, the instructor can afford to let his pupil make mistakes, and avert disaster only just in time. The L driver can therefore see the result of his errors and will not—it is to be hoped—continue in them.

Some instructors say that the awed reverence with which the feminine pupil sits in the driving seat is easier to handle than the "I-know-this-already" attitude of many men who find themselves labelled with a large red L. A firm that collects about ten per cent of this country's new cars from the factories is employing on its driving staff about 50 per cent of feminine drivers. The B.S.M. vets both men and women drivers for this work. A candidate is given a thorough practical test, and his (or her) capabilities are reported confidentially to the company concerned. Sympathetic handling of the car, the ability to diagnose a mechanical complaint, and general road courtesy are specially needed for this job, for the cars are in the delicate brand-new state, and must be delivered, with a full report on their behaviour, without a scratch. And that, incidentally, need not mean at less than 30 m.p.h.

CATHERINE STOKES.



Several designs for disabled drivers are shown here. Three steering balls have been attached to the steering wheel (left), which are used with the socket screwed into the palm of the artificial hand; a hand clutch control is fitted below this wheel. On the right is a superimposed steering wheel with an arm appliance beneath; also shown are support cradles for an artificial leg or foot, the automatic hand brake release and a hand-controlled throttle.

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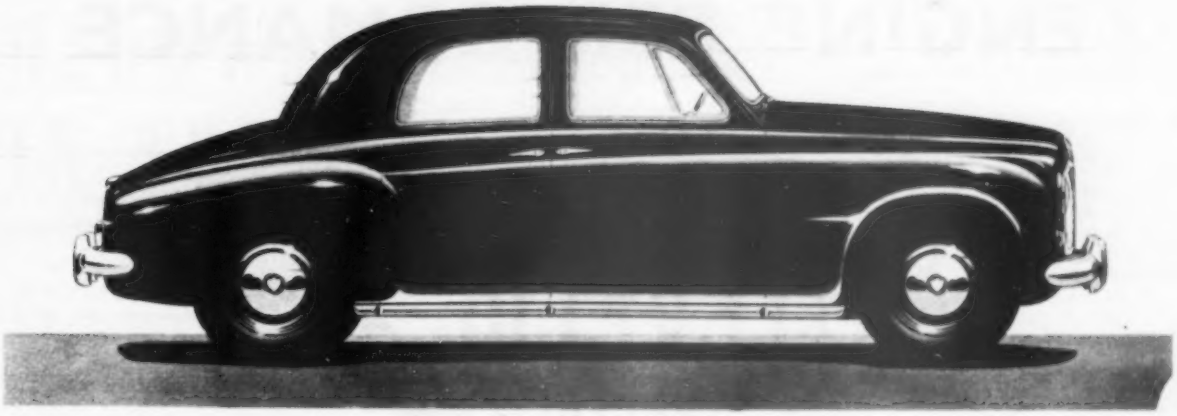
The Rover Co. Ltd.



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ASPECTS OF TUITION (2)

Fifteen students of the New York City school system being trained in automobile driving by means of small simulated cars and motion pictures.

HIGHWAY IN THE CLASSROOM

STUDENT GROUPS TAUGHT DRIVING BY MOTION PICTURES

HIGHWAY accidents and resulting fatalities have been increasing year by year in the United States until the total number of deaths exceeded 38,000 in 1952. Driving tuition is required by law in the high schools of the State of California and is taught in 500 schools in New York State. Since training was introduced in New York City high schools two years ago, it has expanded to 80 of the 85 schools, and is given to 39,000 of the 49,000 students. Driving taught to individual students by instructors costs an average of $60 (£21 8s 4d) per pupil.

A much faster, safer, and more thorough method of training, at an estimated cost of $18 per pupil, has been developed by the Aetna Casualty and Surety Company in co-operation with the New York Board of Education, and was first demonstrated this year at the Brooklyn High School of Automotive Trades. The method, and equipment used, make possible the simultaneous training of fifteen students by a single instructor without driving real automobiles on public streets.

In learning to reverse, the student looks into a mirror as if through a rear window. The picture appears in reverse so that the scene projected retreats as the car seems to back from it.

The students sit in little, stationary, single-seat cars equipped with all standard controls, watch motion pictures of actual road scenes, and operate the controls as they would in real driving. The equipment, named Aetna Drivotrainer, includes a series of twenty-two films for projection on a large screen in front of the students. The first film sequences bear captions directing operation of the gear lever, clutch, throttle, and brake pedals. A succeeding film section, minus instruction captions, shows the same actions so that students can practise them. Another series shows the various traffic conditions and emergencies that will confront a driver from time to time. The last film of the series provides a simulated road test that requires students to perform all the operating actions learned from the preceding twenty-one films. The pictures are produced in full colour on about one mile of 16mm film that takes nearly two and a half hours to show on the screen. The whole series is said to cover a thousand actions.

For teaching correct reversing procedure, a mirror is located behind each student in the simulated cars so that, as he looks over his shoulder as if through the rear window of an actual car, he sees reflected in it the picture running on the screen ahead of him. The film sequences for this operation are printed in reverse so that a driveway ahead appears to recede as the car is backed.

The little training Aetnacars have no petrol engines but a complex of electro-mechanical devices under the bonnet. Wires connect these with each operating control and with an instructor's control unit at the rear of the classroom. The instructor's unit automatically records the way each student uses his controls, indicates his reaction time in fractions of a second, and can check the completion of four different operations performed in a two-second interval. The instructor can operate this scoring mechanism manually by push-button control or it can be controlled automatically by the films. Performance records are made in chronological order on a continuous-feed scoring sheet which enables the instructor to note progress instantly and which provides a permanent record.

An electric motor in each car simulates the hum of a car engine when the starter button is pushed, and the sound increases as the fuel pedal is depressed. Natural resistance to movement of the gear lever is felt until it reaches the desired position and falls into place. Likewise, the clutch pedal operates under pressure, so the student feels the clutch engage as in a real car when the gears mesh and the engine speed seems to slow realistically. Also, if the clutch pedal is allowed to rise too fast, the engine seems to stall and the student must go through the starting operations again.

A standard-type speedometer, keyed to the throttle mechanism, indicates the road speed at different positions of the pedal. Lights going on and off on the speedometer show the student's operation of traffic indicators and dip switch.

Resistance to turning the steering wheel increases progressively during two and a half revolutions of the wheel, which automatically centres itself when released. The rate and extent of turning the wheel in response to the turns in the road as shown in the motion pictures indicate the proficiency of each student. What to do in emergency traffic occurrences that may confront a driver is dealt with in one film which helps the learner to gain the habit of automatically making the right move in situations where it may avoid a serious accident and may even save a life.

This novel means of indoor group driver training does not interfere with traffic movement. It is entirely safe, and embraces virtually all the driving actions a motorist will need to perform to assure safe operation on city streets and rural highways. The bureau of educational research of the New York Board of Education will make continuous evaluation of the results of Drivotrainer instruction throughout 1953, and at the end of the trial period report its findings to educators throughout the country.

H. WILKIN PERRY.

FULL REPORT OF THE ALPINE RALLY ON PAGES 100—103

The Gran Turismo Lancia Aurelia of Gatta and Cottino, class winner and eighth in the general classification, crosses the top of the Tre Croce pass near Cortina in mist and drizzle.

Mr. Geoffrey Rootes (managing director of Humber, Ltd.), and Norman Garrad (competition manager of the Rootes Group) congratulate Miss Sheila van Damm and Mrs. Anne Hall on their magnificent victory in the *Coupe des Dames* in a Sunbeam Alpine.

TRIAL BY ALT

Ian Appleyard receives *The Autocar* trophy (for best performance by a British car) from Mme Dancausse, wife of the president of the *commission sportive* of the A.C. de Marseille et Provence. He won his class and took fifth place in the rally with his Jaguar XK120. In the background: Mme Herpin, M. René Carrière (secretary of the club, and clerk of the course), and M. Herpin (*inspecteur-general de tourisme* to the French Government).

The Le Mans Replica Frazer-Nash of H. C. O'Hara Moore is seen here raising the dust as it sweeps over the top of the Col du Galibier, with police chief John Gott at the wheel.

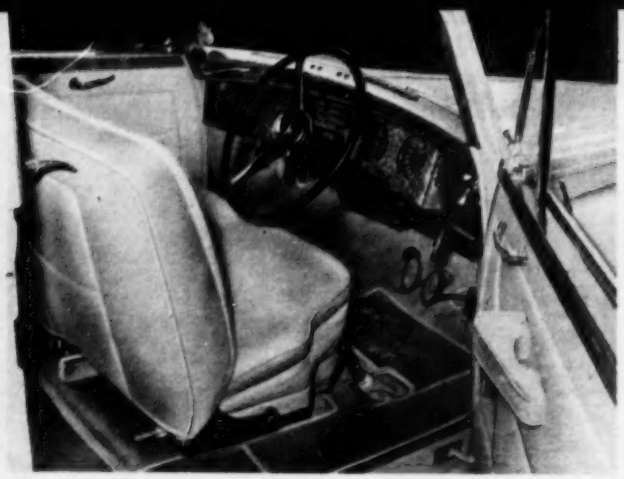
The Stelvio—and all that its name implies. Some idea of the tightness of the hairpin bends on this famous pass may be gained from this view, in which the Porsche saloon of Polensky and Schluter, winners of the rally, is seen making a storming timed ascent, easily the fastest in its class.

ITUDE

(Left): Another Stelvio view, this time of the 2-litre Ferrari saloon of the Belgians Herzet and Bianchi, who won the 2-litre class and took third place in the general classification.

(Bottom left): First car up the Passo di Pordoi, in the first stage of the rally, was the Panhard coupé of Stempert and Schwartz, the eventual winners of the 750 c.c. class.

(Below): End of the rally for Gatsonides; his Ford Taunus is shown at rest in the river bed in which it landed after skidding over the edge on the Passo di Gavia and dropping ten feet on to its side and roof. Neither occupant received more than scratches and bruises, and Gatsonides later drove the car on to the finish at Cannes.



Grouping of switches, and the inclusion of the ammeter, oil pressure, fuel, and temperature gauges in one dial, leaves the walnut facia plain and dignified.

Below: The two small grilles are intakes for the heater-ventilator system. Head lamps are the latest Lucas Le Mans type.

NEW BENTLEY TOURING SALOON BY JAMES YOUNG

SPEED and COMFORT

IN the coachwork of a new Bentley, by James Young, of Bromley, Kent, the emphasis has been placed on long-distance touring, as regards seating, luggage accommodation, ventilation, lamps, driving visibility and fittings. Immediately it was built, the owner left for a tour in Spain.

The traditional radiator is two inches lower than standard, and seven inches further forward, giving a longer, lower bonnet. Noticeable in a side view, this is more apparent from the driving seat, both wings being completely visible, so that the big car can be placed and "aimed" with sureness. There are a wide windscreen of double curvature, screen pillars narrow enough to avoid a blind spot at each side, and a wide rear window, also double curved. The front wings sweep downwards gradually, and also inwards to a definite break at the rear wings, so that the sides of the car are not filled out to full width, and the two doors are not particularly thick. At the rear the corners are filled out, though the tail does not have a heavy appearance, and this has enabled the spare wheel to have upright stowage on the left side of the locker, where it rests in a recess located outside the chassis frame. A very large, deep locker with a flat carpeted floor results; the tool kit and touring spares are under a lid in this floor.

At both front and rear are deep rounded bumpers, of the coachbuilders' design, with over-riders, and well wrapped round the corners. They are 14-gauge and quite heavy, but represent a justifiable expenditure of weight. The slim handles and press-button locks of the doors and luggage locker are also of James Young design.

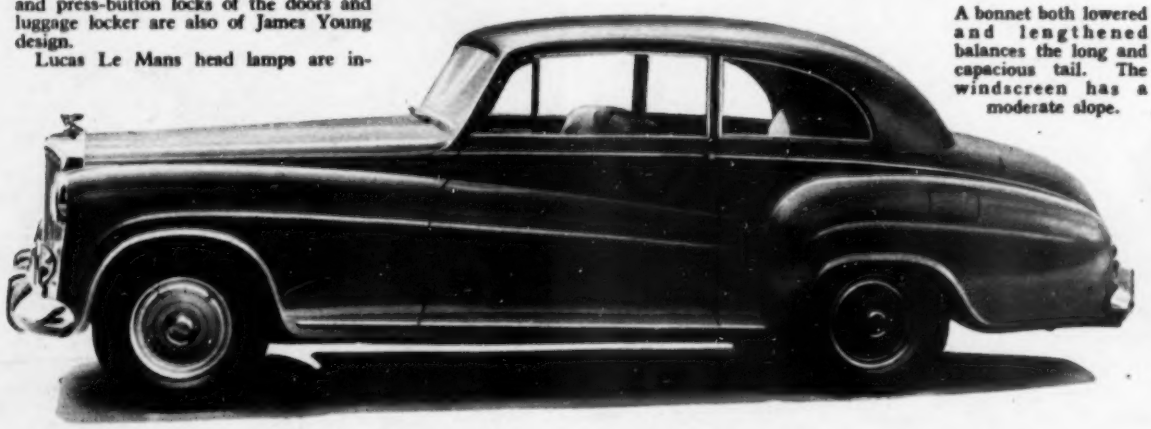
Lucas Le Mans head lamps are installed, at present with yellow bulbs. These lamps have great range, and will bore right down a *route nationale*, although their beam is a little narrow. There is also a fan beam fog lamp of wide spread, and, matching it, a Lucas long-range driving lamp. At all four corners of the car are Lucas winking turn indicators, those at the front also serving as side lamps. An underbonnet switch effects a changeover from left-hand to right-hand dipping or vice versa. Between head lamp and radiator at each side is a fresh-air intake for the Smiths heater-ventilator, and these intakes have little grilles with plated slats matching those of the radiator. There is a sunshine roof.

Inside the body pale blue-grey leather upholstery and trim match the pale blue-grey of the coachwork, but seat covers are fitted. They are of a soft, fine woollen mixture weave, normally used in aircraft, and so is the headlining. Facia and fillets are of dark figured walnut. The rear seat is normal, with an armrest, and at each side are small lockers with sliding covers in the trim panels, containing clothes brushes and ashtrays.

The front seats are individual but of the divided bench kind, so that three can occasionally be seated there. The front seat armrest is divided into independently operated halves, allowing the passenger to use his section without interfering with the elbow of a driver who dislikes armrests. Besides the usual fore and aft adjustment, each front seat has a squab adjustable for rake, the adjustments being jacking bolts with plated milled-edge heads, accessible from the rear compartment. On long journeys the individual tastes of relief drivers are therefore catered for, or a change of attitude provided for a driver who spends long hours at the wheel. The cloth-covered vizors house extra blue Perspex panels, and a transparent anti-glare panel, which can be slid down as required. There are vanity mirrors on the cloth backs of the vizors. There are door pockets tailored for vacuum flasks and sandwich boxes.

Fittings include Radiomobile wireless, a windscreen washer, four interior lamps, and lamps for both facia and luggage lockers. There is also an underbonnet inspection lamp. The facia panel has a large Smiths speedometer situated in front of the driver. On the right are lighting switches and the ignition switch and lock, and a plug for a battery charger, all on the customary round black panel of the Bentley. Grouped below this are other switches, the push buttons for the electrically operated window opening gear, and the screen wash button. Next to the speedometer is a round dial, black, with white markings and needles, with segments for oil pressure, water temperature, fuel level and charging rate; pressure on a button causes the fuel gauge to record sump oil level instead. The radio occupies the centre of the facia, and on the left is the facia locker, with the clock in its lid. The facia is a neat one and is intended, as, indeed, is the whole body design, to be a standard James Young production.

The body was produced on jigs. It is framed in light alloy and panelled in aluminium throughout, except for the bonnet and scuttle, which are steel. The weight of the complete car is 38cwt, which is light in view of its size.



A bonnet both lowered and lengthened balances the long and capacious tail. The windscreen has a moderate slope.

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Car stops perfectly

Public demonstration proves unique safety tube makes tyre-bursts harmless as a slow leak

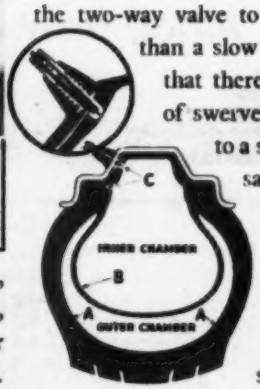
DRIVEN at 64 m.p.h. over a row of 3" steel spikes the tyres of this Delahaye Special were ripped to pieces. Yet it came to a slow, straight controlled stop. "The effect was just like going over the cats' eyes. There was nothing to it," said Mr. Denis Howitt, here seen examining the damage. This demonstration, which took place at the R.A.F. Station, Syerston, Notts., was an amazing test of the reliability of Goodyear Lifeguard Safety Tubes with which the car was fitted.

Over these 3" steel spikes the Delahaye Special, driven by Mr. Denis Howitt, was raced at a speed of 64 m.p.h.

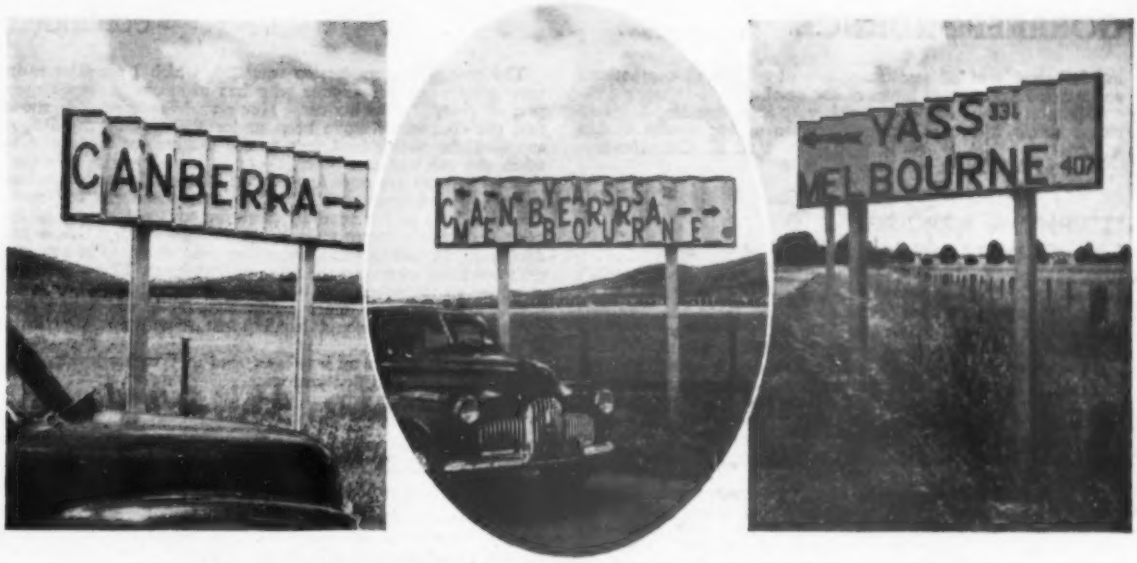
Each time, despite damage to tyre casing and tube wall, the inner safety tube of the Lifeguard remained untouched.

These unique tubes — one of the greatest single contributions to road safety in our time, operate on a principle pioneered by The Goodyear Tyre & Rubber Company, Limited, of Wolverhampton.

The Lifeguard consists of a normal rubber tube (A), a strong two-ply inner-tube (B) and a patented two-way valve (C). Air is pumped through the valve, inflating the inner and outer chambers simultaneously. The two-way valve also acts as a pressure-equalising vent, through which air can pass between the two chambers. Because pressure is equal in both chambers, the free-floating inner tube moves clean away from any sharp object that may pierce the outer tube. No tyre is burst-proof but, should a burst occur, only the air in the outer chamber is released at the moment of impact. The reserve of air in the inner chamber escapes gradually through the two-way valve to give an effect no more serious than a slow leak. The axle drop is so slight that there is no instability and no danger of swerve, allowing the car to be brought to a straight, gradual stop, in complete safety. The wheel should be changed immediately in the usual manner, in order to prevent needless damage to the tyre. And most important of all! Lifeguards save lives! In more than a thousand tests they have never failed.



THE GOODYEAR TYRE AND RUBBER COMPANY (GT. BRITAIN) LIMITED, WOLVERHAMPTON.



This ingenious road sign is on the north-west boundary of Canberra, Australia; the car is a Holden.

CORRESPONDENCE

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AERODYNAMIC ?

The Reasoning is Open to Question

[65020.]—I should like to comment on Mr. D. J. M. Webster's letter [64990] concerning the alleged stabilizing fins on the B.A.T.5.

I hesitate to question the conclusion that Mr. Webster has arrived at, since I am in no better position to judge the practical results than he is. But I think the reasoning by which he arrived at his conclusion is open to question.

Slots have been widely used in aircraft wing structures; not with the objective of destroying their aerodynamic capabilities, but of improving them by the control of boundary layer air pressure.

In my opinion Mr. Webster has been led astray by the vague expression "to equalize the pressures." It is about as informative as saying that a bird has feathers in order to keep it warm; it is only part of the truth.

At *relatively* low speeds, the slots probably equalize air pressures rapidly, but the stabilizing effect of the fins is not required at such speeds. However, as the speed of the car increases, so must the pressure of air between the curved fins increase, since the slots are not variable in area. This pressure build-up at the rear centre of the car body would, presumably, assist in keeping the car on a straight course.

How the B.A.T.5 would perform on a high-speed curve will have to be answered by someone else. But it does suggest that the area of each slot should be controllable by the steering wheel, in order to alter slightly the centre of air pressure from one side to the other, according to whether the car is going to the left or right! D. A. SHEPHERD.

Richmond, Surrey.

FUEL CONSUMPTION

27 m.p.g. from a 2½-litre Riley

[65021.]—In reply to his letter [64974], Mr. C. T. Baxter might be interested to hear that I had the same scuttle leak on my 2½-litre Riley. I cured it by putting rubber washers on the wiper spindles, as I found rain was seeping down, and by filling in the chain slot for the windscreen opener with cellulose stopper and a soft rubber strip. I have had no further trouble in this direction.

In reply to letter [64975] I think Mr. W. H. McGiffin's consumption is rather poor. On my car with weak needles which I have, myself, modified to give a good bottom end performance, I get almost exactly 23 m.p.g. for ordinary short trips and up to 27 m.p.g. on long runs. Maximum speed is approximately 90 m.p.h. C. K. WIGRAM.

Cobham, Surrey.

OPTIMISTIC

None So Blind as Those . . . .

[65022.]—The St. Albans authorities are optimistic if they think that many people will read their mammoth 64-word parking notices (*The Autocar*, July 10), when a few minutes' walk in any town will prove that a large proportion of motorists are unable to read the words "no parking."

New Milton, Hampshire. R. B. CRUSE.

EXPENSIVE

How to Go Fast Cheaply?

[65023.]—I am very interested in these claims to fantastic mileages on a gallon of petrol which are frequently made in your Correspondence columns.

I drive an Austin A.70 some 2,000 miles per month on purely pleasure journeys, after the day's work is done. I average 40-50 m.p.h. and more when possible, and find that I do 20 m.p.g. and 8,000 miles per set of tyres.

I realize that one has to pay for speed, but this seems a very expensive way of motoring.

Sedlescombe, Sussex. R. L. MANWARING.

RESULTS

The Clubs Should Do Better

[65024.]—Like Mr. D. Underwood [64949], I, too, am amazed at the length of time taken by many motor clubs to issue provisional results after their events.

The London Motor Club in their Little and London Rallies, with 250-300 entries, produce provisional results within 20 minutes of the last competitor's finishing. Printed results, show-

CORRESPONDENCE . . . . . continued

ing full details of all test times, are posted to all competitors and marshals within 48 hours of the finish.

Whilst one does not expect this very high standard from all clubs, surely it is not unreasonable to expect results within a week? R. K. CARRADINE.

Ruislip, Middlesex.

"TUNING A MERCURY"

A Reader's Similar Experience

[65025.]—I read with interest the article on Mr. A. C. Savile's experiences, "Tuning a Mercury" (*The Autocar*, July 10).

Having myself carried out virtually the same modifications to a similar engine fitted in my Allard, I can confirm that this engine can be made to give a very high b.h.p. output.

There is no doubt that the heart of the tuning is the reground camshaft. In case "having no friends in America" should deter any readers from carrying out similar modifications, it may interest them to know that, faced with this problem, I produced some drawings which enabled a camshaft grinding specialist to regrind the standard camshaft to what approximates in America to "the full race."

This regrind still enables the engine to retain reasonably low speed pulling and really produces the power above 1,500 r.p.m. By increasing the valve clearances slightly the timings come very close to the "¾ grind" mentioned by the author. The cam grinding specialist retains the master cam, and I should be pleased to forward further details to any interested reader.

Richmond, Surrey. HOPPED-UP.

ACCESSIBILITY

From One Extreme to the Other ?

[65026.]—Many readers must, like me, be tired of reading in *The Autocar* that a small hole in the top of the bonnet gives "easy access to the engine and accessories." How would you describe accessibility on, for example, a pre-war Aston Martin with cycle-type wings? When the bonnet is lifted there is nothing but the main chassis member between you and the engine. R. M. FISHENDEN.

Didcot, Berkshire.

APPRECIATION

And a Request

[65027.]—First of all, may I say that I have long been a reader of your fine publication and that it gets better with every issue. I find it one of the best motoring journals in the world.

My hobby is collecting photographs and catalogues of the world's finest cars. At the present, I am trying to locate photographs, catalogues or coachbuilders' literature on the following cars: The Maybach Zeppelin from 1934 to the last of the pre-war models, and the Hispano Suiza from 1934 to 1939, all models.

I do not know who else to contact about these cars. I am sure you will be able to find, or put me in touch with, someone who may spare me the above literature.

Thanking you for a wonderful, wonderful publication.

Miami 35, Florida, U.S.A. KENNI LAWRENCE.

[Letters will be forwarded.—ED.]

FRESH AIR

A Successful Sliding Roof Conversion

[65028.]—About two months ago I took delivery of the twelfth car I have had since 1927, and this was the first one to be fitted with a fixed roof. Having driven for 25 years with the sliding roof open whenever weather conditions permitted, I could not willingly accept the idea of being boxed in overhead on days of blue sky and sunshine. The remedy, therefore, was to send the new Vauxhall Velox—direct from the dealers, and before registration—to Weathershields, Ltd., of Birmingham, to have a sliding roof fitted. The conversion was completed in about ten days, and the car came back with an extremely neat sliding roof, and it is quite impossible to detect that this was not built in when the car was assembled. The necessary alterations to the interior trimming, including moving the roof-light, have been carried out with meticulous care, and the paintwork of the sliding panel is a perfect match with the rest of the paintwork. Since delivery the car has already covered over 3,000 miles—mostly with the roof open; it has also been well tested in heavy rain, and there is not the slightest trace of leakage.

The cost of the conversion was £55, which I consider to be very good value for anyone who has to spend a considerable part of every day in his car. However, Weathershields stated that the cost would have been under £10 if they could have supplied the sliding-roof unit to the makers for incorporation when the car was assembled.

Several firms are now turning out convertible models, which is an acknowledgement of the fact that there are still some motorists who prefer open-air motoring to fug-driving, but the most serviceable compromise model for all-weather use is undoubtedly the sliding-head saloon—opened or closed in a second with one hand whenever the rain stops or starts. This was recognized by all manufacturers before the war, and I am convinced that, as cars become more easily obtainable, the fitting of a sliding roof will again be a deciding feature with a large number of purchasers.

I am, of course, in no way interested in Weathershields, Ltd., except as a well-satisfied customer.

Coventry. D. MURRAY BLADON.

WINDSCREEN STICKERS

Why Keep Them in Place for So Long?

[65029.]—As an anti-"dolly dangler" I have been interested in the correspondence on this subject. I would like some views on the other offenders who keep "Paddock Pass" stickers on their windscreens for two or even three months after a race meeting. From my experience this group is usually composed of marshals, but I suppose they hope to be taken for much bigger fish! I. R. MALLON.

Bexleyheath, Kent.

FERRY CHARGES

Over the Sea to Skye . . .

[65030.]—In the recent interesting correspondence on this subject, no reference has been made to the fantastic charges which British Railways are levying on the motoring public on the ferry to Skye—from Kyle of Lochalsh to Kyleakin.

For the trip, which I timed many times lately, from the terrace of the hotel overlooking the straits, the return fare for an average-sized car (here still rated by horse-power and not, luckily for me as a Citroen owner, by wheelbase) is £1 5s for two five-minute journeys "there and back."

There are, in full season, three boats; one takes four cars and the others two each. They are in continuous operation for 12 hours each day, and so the large boat alone, for example, taking, say, 15 minutes per trip, allowing for embarking and disembarking, with 48 crossings, must take £100 a day from cars alone. The crew is three men; for the smaller boats (takings 50 per cent less) a man and a boy. Of course, there is a leaner period outside the season, but Skye has no railways and the large boat (the *Portree*) keeps going all the year. The regular traffic of commercial vehicles is very considerable and private motorists are not wholly seasonal.

The return fare for a pedestrian is 10d, which serves to throw into even stronger relief the levy on the motorists. Mails, too, are carried on the ferry, for which the G.P.O. no doubt pays a considerable subsidy.

The actual running of the ferry is most efficient, and the slimy cobbles of the approach-ramps have now been replaced by a better concrete surface; but there is no doubt that the motorist is paying quite excessively; and "no Sunday service" often maroons him on the Lochalsh peninsula. He cannot escape by the Strome Ferry (not running on Sundays), but only by returning eastwards. ARTHUR COLERIDGE.

London, W.8.

R.F. 1A. (REVISED)

An Obnoxious Example of Bureaucratic Snooping ?

[65031.]—I notice that the current revision of form R.F. 1A.—the application for renewal of a motor vehicle licence—contains a new question which reads: "Is vehicle fitted with a radio set? If so, is the set separately licensed?"

The question does not concern me directly since I do not have a radio set in my car. However, I feel this is an obnoxious example of bureaucratic "snooping."

One would like to know if there is any legal sanction for this question. By what right does the local taxation authority carry out an inquisition, accompanied with threats, on behalf of the Post Office? I say accompanied with threats because, at the

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CORRESPONDENCE . . . . . continued

head of the form, it states "Unless this application is completed in every respect delay may occur in the issue of the licence," and on the back are set out the penalties for neglecting or refusing to make the declaration required.

The question must be answered "yes," or "no." This is doubtless intended to protect the taxation officials from the type of rejoinder that springs readily to mind.

New Malden, Surrey. F. J. COCKERSOLE.

"DISCS AND DUCTS"

Not the Only Air-cooled Engines

[65032.]—I was very interested to see John Rabson's article in the July 3 issue of *The Autocar*, but would point out an error on page 13 in the caption referring to the illustration of the flat-twin Panhard engine. Mr. Rabson appears to have overlooked that the 1½-litre class-winning cars and runner-up were the well-known air-cooled Porsche cars, whose performance was very outstanding indeed.

It is as well to remember that Professor Porsche's designs of air-cooled engine of the flat opposed-piston variety go back to before the first world war. C. G. MEISL, Director,

Ripley, Surrey. Colborne Garage, Ltd.

SILVERSTONE

More Speakers and an Amateur Photographers' Club

[65033.]—I entirely agree with "R. E. K." [64973] and I enclose a photograph of my position at Silverstone on May 9, just below Stowe corner. You will see that there is one loudspeaker about 15-20 yards from the crowd barrier, and none above this position until the actual stands. I can assure you that the next one down the line was at least 20 yards away and, like that shown, was just a single horn.

Surely, to get the facts and figures over to the crowd, a much

The single loudspeaker referred to in letter [65033].

closer positioning of the speaker horns would help? In fact, I should say a triple set on every post, and placed about five to eight yards from the crowd barriers, would do the trick. What about it, Antone? Also, how does one get on the inside to get some good photographs? What about an amateur photographer's club for major events at, say, 5s a year subscription?

Walsall, Staffordshire. JOHN J. NOLAN.

AIR INTAKES

An Over-rich Mixture was the Trouble

[65034.]—Your contributor "Tunesmith," in a recent article ("Service Viewpoint," *The Autocar*, June 26), referred to a car in which improved economy and performance resulted from an intake of cold air to the carburettor from outside the bonnet. The theory is correct in so far as peak revs are concerned for maximum output such as applies in a racing car. In the case in question, however, I would suggest that much the same results could have been achieved by attention to size of main jet, as the conditions described indicate an unduly rich mixture. Certain economy devices have had a limited sale and gained results only in such instances where the mixture was already too rich and calling for extra air. CECIL COX.

Leamington Spa, Warwickshire.

SATISFACTION

Good Service from a Standard Ten

[65035.]—In the spring of 1952 I became the owner of a 1935 10 h.p. Standard family saloon and, in view of the fact that there is still a large number of these fine old cars in existence, I thought your readers might be interested in some details of its equipment and performance.

The car seems to have been very well built, with all the sensible fittings which are often noticeable by their absence in more modern cars. The 1935 models were fitted with telescopic adjustment to the steering column, driver-controlled free-wheel, centrally controlled windscreen opening, windscreen wipers which park out of sight, sliding roof and rear window blind.

The engine is a side-valve unit and, although rated at 10 h.p., it has a capacity of 1,343 c.c., which gives an excellent power-to-weight ratio. With the aid of an oil-coil and a post-war Solex carburettor fitted with a 110 main jet, my Standard Ten does a genuine 30 m.p.g. on a long run and will cruise all day at 45 m.p.h. on a pint of oil to every 400 miles.

My car has now done 80,450 miles, and is often admired for its sleek, good looks.

Other owners' experiences with this excellent car might be of interest. J. T. H. RICE.

Guildford, Surrey.

8-LITRE BENTLEY

Connection Queried

[65036.]—Just as a matter of interest, what did Mr. H. M. Bentley have to do with the production of the 8-litre Bentley car? I refer to the photograph and caption on page 6 of *The Autocar*, July 3 C. D. B. WILLIAMS

Oxford.

[Nothing to do with *production* that we are aware of, but a great deal to do with the selling of it and the other products of the old Bentley company, from the early days.—ED.]

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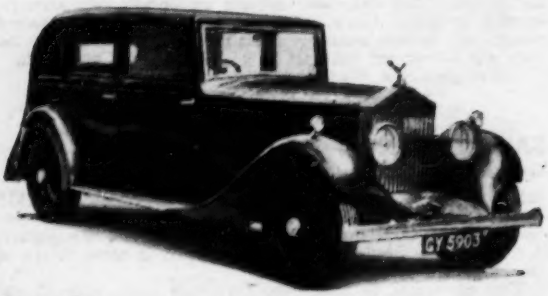


No. 55: 1932 20-25 Rolls-Royce Saloon

PRICE NEW	ACCELERATION	FUEL consumption	SPEEDOMETER reading
£1,555	from rest through gears	17 m.p.g. approximately	51,580
PRICE SECONDHAND £575	TO 30 m.p.h. ...10·1 sec TO 50 m.p.h. ...35·4 sec 20-40 m.p.h. (top gear) ...14·8 sec	OIL consumption negligible	CAR FIRST REGISTERED July, 1932

FROM the early days of motoring the name of Rolls-Royce has been something to conjure with, and ownership of one of these cars has always provided an atmosphere of its own. Strangely, the age of the particular car is quite often of little account. For example, the experienced motoring eye may observe what is simply a very old car, but to the general public observation would simply establish that it was, in fact, a Rolls-Royce. Some indication of why this attitude should exist was provided by the 21-year-old example recently tested. It was a 1932 20-25, provided by the Phœnix Motor Co. (Surrey), Ltd., Phœnix House, High Street, Sutton, Surrey. It had a Windover saloon body which at some date had been considerably modified at the rear to change the 1932 angularity into a more modern shape. No division was fitted and the car was therefore quite suitable for the owner-driver.

The cellulose was black and in good condition, with scarcely any indication of wear and tear. The interior was upholstered in brown leather which was quite unexpectedly good. The brown carpet was well preserved, but marked in places.

Performance was secondary to dignity. At 40-45 m.p.h. the driver could sit in state, with excellent visibility, cruising along at what was clearly a comfortable gait for the car; but at higher speeds the engine became less smooth, and the general handling required more attention.

A written history of the car so far as the manufacturers knew it had been provided at the vendors' request, and it certainly indicated that the speedometer mileage was probably accurate. But even if the car had covered more than the indicated 51,580 miles, the engine was using no measurable quantity of oil, and there was little mechanical noise other than a slight clatter coming, apparently, from the timing case. Starting was instantaneous.

The steering was heavy in confined traffic conditions, but pleasant in operation on the open road. As one expects of a Rolls-Royce, the mechanical servo-assisted brakes were powerful, and even a fierce application would produce no tendency to pull the car off a straight course. The hand brake was excellent, and beside its lever, mounted on the right, was the gear lever, operating a four-speed gear box with synchromesh on top and third gears. First gear was really only for emergency, second coping easily with starting from rest, and the double-declutching change down into this gear was smooth.

A good set of tyres was fitted. Accessories included such items as a vanity mirror in each side of the spacious rear compartment, but no sliding roof was fitted; an opening windscreen provided extra ventilation when required. Controls and instruments were very comprehensive; and rattles, obtrusive only over bad surfaces, were few.

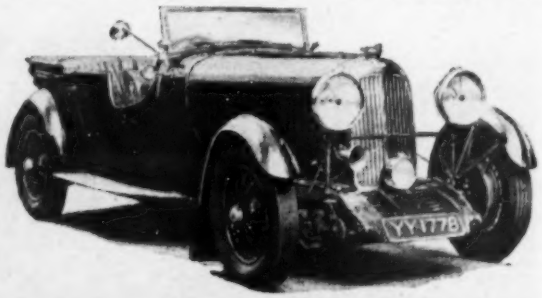
No. 56: 1932 2-litre Lagonda Tourer

PRICE NEW	ACCELERATION	FUEL consumption	SPEEDOMETER reading
£595	from rest through gears	19-20 m.p.g. approximately	—
PRICE SECONDHAND £183 15s	(See text)	OIL consumption 1,500 m.p.g. approximately	CAR FIRST REGISTERED October, 1932

ANY thought about the classic vintage type of car will automatically include the name of Lagonda, renowned before the war for competition successes, and for high performance with good handling and a considerable degree of quality in manufacture. For the most part, the bigger Lagondas were the models destined for fame, but the 2-litre has always been a favourite with enthusiasts.

The 1932 (unsupercharged) four-seater tourer which has been tested was provided by Rowland Smith Motors, Ltd., High Street, Hampstead, London, N.W.3. It was finished in black and dark blue cellulose; blue was used for the body and black for the wings, which were of the cycle type at the front. Hood, tonneau cover and windscreens were fitted, but these, although sound, showed considerable wear. The interior, with access from the left side, was of brown leather, which was in a fairly good state of repair, but the general interior effect was naturally a little shabby after 21 years of use.

Performance was in contrast with that of the typical car in current production, for the long-stroke engine (rated at less than 13 h.p. by the outdated R.A.C. method) was turning easily when the car was cruising along in normal driving. Twin overhead camshafts are used in the beautifully finished single-carburettor four-cylinder unit. A fair amount of mechanical



noise existed with this car, which had already covered a great deal of ground. But the engine by no means suggested the need for major overhaul.

Unfortunately, the speedometer was not recording, and, although the rev counter could be used to avoid exceeding speed limits, it was not possible to compile acceleration data, and the petrol and oil consumption figures given in the table are very approximate.

The handling of the car was one of its specially good features. The steering, although heavy at low speeds and in thick traffic, was really accurate and free from play. The car would sweep through bends without any undesirable tendencies. The front dampers were a little weak, but on a car of this type with a very firm half-elliptic suspension this was of little account. The brakes, operating in massive drums, were powerful and able to cope easily with current traffic conditions. A squeak from one wheel suggested, however, that the front linings were worn. The hand brake lever, located on the right beside the gear lever, operated the rear brakes effectively. There was no synchromesh on this model, but the gear change was positive and easy to use, if rather slow. The controls included a central throttle pedal, as was common at the date of this car's manufacture, and instruments were numerous, but one or two others were not working besides the speedometer.

Starting, hot or cold, was particularly easy, it being necessary only to switch on and press the starter switch.

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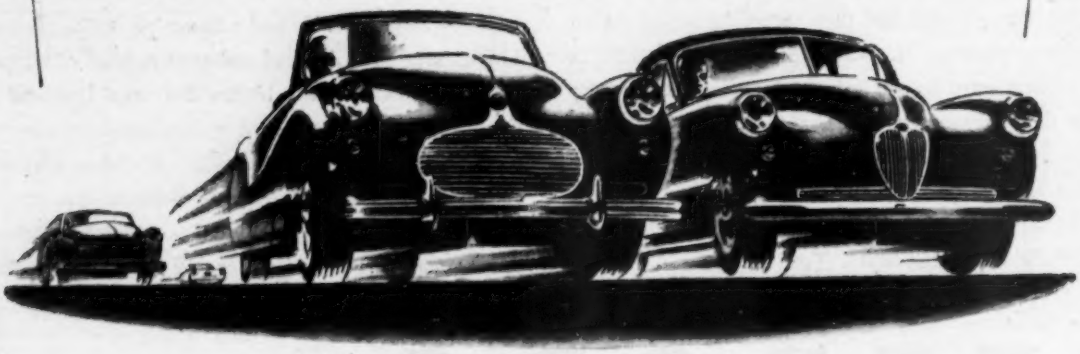

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Cars, cars, cars . . . over 30,000 of them attended the Royal Agricultural Society Show at Blackpool. They were successfully parked at the rate of 3,000 an hour, but the more such major parking jobs are successfully carried out, the more the traffic chaos on the roads themselves is emphasized. There is little doubt that the time saved by expeditious handling was part-lost by later road congestion.

ROADS: THE PRESSURE GROWS

Government Failure to Answer British Road Federation

BEFORE very long the Government will find itself in a position of "backs to the wall" over its refusal to spend money on new roads. Powerful bodies are hammering home an unanswerable case, and its continual disregard by Westminster can end only in ignominy. Something of the sort happened over the return of branded petrol, Government sanction being the one thing that was missing in the launching of brand names once again. At that point (when the catalytic cracking plants for the production of high-octane spirit were becoming white elephants) the Shell-Mex and B.P. company put the Government on the spot by disclosing that adequate reasons for the perpetuation of Pool petrol no longer existed. The Government capitulated and engines ceased to pink.

Curiously, the spokesman who has this time pushed Westminster farther out on the dangerous limb of its excuses comes from the Shell organization, though he was not speaking as a member of that organization, but as vice-chairman of the British Road Federation. He was Mr. Christopher T. Brunner, whose early paper, *The Economics of Motorways*, was an outstanding contribution to the subject, and he was speaking on July 14.

Man-power Wastage

Mr. Brunner recalled the struggle over the years to obtain roads to fit the traffic, quoting the Federation of British Industries' recent conversion to the cause from its normal doctrine urging reduction of Government expenditure. The F.B.I. has now stated that delays and high costs in the transportation of goods by road have become a "shocking example of low productivity," affecting competitive power and wasting man-power. With two-thirds of the country's goods moved by road nowadays, this can easily be credited.

The Coronation, said Mr. Brunner, brought home what traffic congestion could mean, and roads must be made to fit modern traffic. What the B.R.F. feared was that traffic would be made to fit the roads. As an instance of lack of balance in the approach to the problem, the speaker quoted the Harrow rail disaster of October, 1952, when 112 people were killed and 157 injured. A recommendation from the report on the accident is automatic train control over 5,320 miles at a cost of £17,300,000. On the roads there is a list of killed and injured every ten days higher than that at Harrow, yet only £3,250,000 is being spent on the country's black spots over two years.

Check

Then came the second instance in which the Government has been brought to a position of check in the game of chess between industry and Westminster. The case for building modern roads was contained in a Memorandum sent to the Chancellor of the Exchequer. "I am sorry," said Mr. Brunner, "to say that up to this morning we are unable to provide you with his considered reply . . . we submitted that document to him exactly two months ago next Saturday, a fact which can mean one of three things. Perhaps other more urgent matters have not left him the time to reply. Perhaps the Treasury are composing a new way of saying in conciliatory words the same old thing: 'We appreciate the importance of new roads and they will be built as soon as funds are available.' Or perhaps I may be wildly optimistic and hope that this time at last we are going to hear something we have been waiting for so long—that the Government has decided to make a start in providing the country with the roads it so sadly lacks."

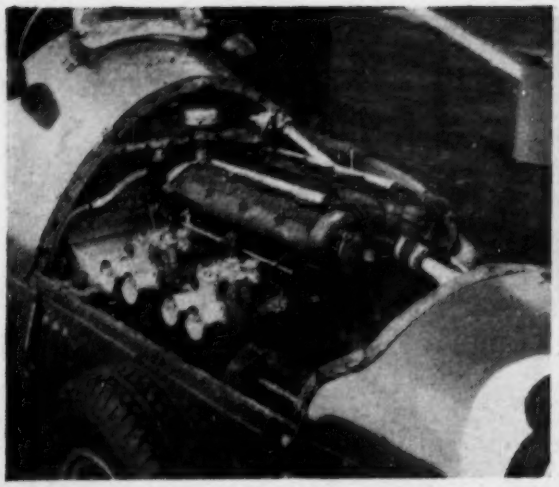
The men, materials and machinery were there, said the B.R.F. vice-chairman. They had been assured of that. How could the Government say in fairness that the money was not there when taxation from motor vehicle operators was running during the current financial year at the rate of a million pounds a day? Road schemes sounded expensive when their costs were mentioned, but not when compared with a sum of £370,000,000—the amount that flowed into the Treasury last year from road users.

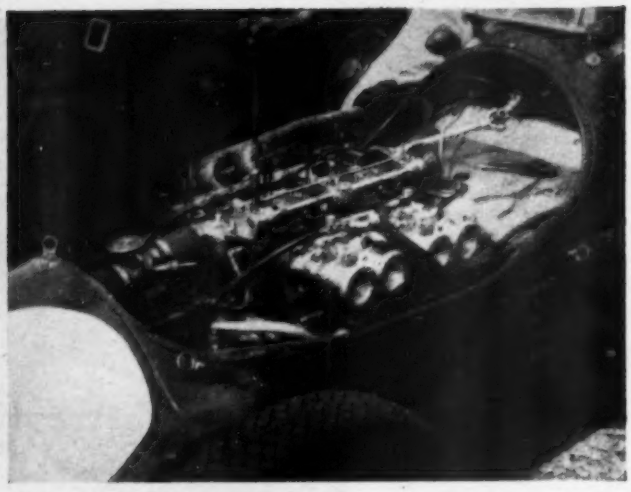
"We have listened too long," said the speaker, "to the excuse that there is no money for roads. This merely means that the Government knows that it can get away with diverting the motor tax millions into other channels. No one will deny that there are essential projects, such as housing, health, armaments and so on, which must be treated adequately, but the fact is that roads are part, and a vital part, of the country's industrial equipment which we just cannot afford to allow to deteriorate any longer."

Spend to Save

The Memorandum, plainly dated May 18, 1953, summarizes the reasons why road expenditure must be faced, and gives examples of the savings that new construction could bring. One of the absurdities of the present situation that is quoted is the Ashford By-pass (Kent) where all earthworks, bridges and drainage have been completed; £20,000 was spent on their maintenance between mid-1947 and the end of 1950. Yet one carriageway could be built for £100,000 and so change their condition of sterility. One other consideration not frequently remembered is recalled by the Memorandum: owing to lack of experience in major road building and bridge erection, British firms are tending to lose contracts for these types of construction overseas, once a very profitable export.

This subject is also discussed in a leading article on page 99.





Seen at Silverstone; two four-cylinder twin-o.h.c. formula 2 engine layouts. On the left, the latest Ferrari, with twin double-choke Weber carburettors; on the right, the 1953 H.W.M., with the camshafts gear-driven from the rear end of the crankshaft, and a similar carburation layout employing the latest type of Solex instruments.

THE SPORT

by

J. A. Cooper

THE meeting at Silverstone last Saturday was as good as ever; although many people may have felt slight disappointment at not seeing a repetition of the fantastic race-long duel in the French G.P. between Maserati and Ferrari, the British G.P. was a good and well-fought race with both *marques* taking their share of the honours. Aston Martins, too, may well be proud of their sweeping victory in the sports car event, while Coopers swept the formula 3 field clear once more—it was a pity that Parker's Kieft went out so early in the race, as the expected Moss-Parker duel never therefore materialized.

Although British cars had a share of Alpine honours, mainly through Jaguar and Sunbeam Alpine efforts, it cannot be denied that the Porsche and Lancia performances were outstanding. In view of the large number of unpenalized finishers this year, it will be interesting to see how the organizers react when the regulations for next year are considered.

The Aston Martin O.C. U.S.A.F. race meeting at Snetterton tomorrow should be excellent, particularly the main formula 2 event. The Belgian 24-hour race, also this weekend, may prove to have lost some of its interest with the absence of the Jaguar, Aston Martin and Lancia teams; nevertheless, it may well be closely fought, and any race on the Spa circuit is worthy of the name.

WHEN you have fine weather, a good sprint course, and the three fastest cars finish within three-quarters of a second of each other, a good meeting must result. The Ramsgate Speed Trial event, run jointly by the Herts County A. and A.C. and the N.L.E.C.C. on Sunday last, was just one of these. A slight wind blew down the course against the bonnets of the cars as they tore in pairs up the quarter-mile slight curve of the Weston Undercliff Drive. B. E. Bradnack, driving his supercharged 1,000 c.c. Cooper broke the course record, in 14.26s; new saloon and sports car records were also set up by W. H. Bledsowe (Porsche) and Gordon Parker (Jaguara) respectively.

The highlight of the duels was that between the Jaguara and the Jaguette; the Jaguara is, of course, Gordon Parker's latest sporting conveyance, and the Jaguette—also built and previously raced by him—now has W. Coleman at the wheel. This season, the latter car, when meeting its younger brother in open competition, has scored; on Sunday, for the first time the Jaguara had its own back. Dr. Pinkerton's Steyr-engined Allard was only half a second slower than that giant of all speed trial meetings, the Triangle Special. Incidentally, an all-night repair job put R. R. C. Walker's Connaught on the course; it had been driven at Silverstone the previous day by Tony Rolt, when it suffered a transmission failure. There were 76 entries, and over 6,000 spectators.

RESULTS

Fastest time of the day: Cooper 1,000 s (B. E. Bradnack), 14.26s.
Fastest sports car: Jaguara (G. Parker), 15.13s.
Fastest saloon: Porsche (W. H. Bledsowe), 18.65s.
Fastest 500 c.c. racing car: Kieft (D. Walker), 15.91s.
Ladies' prize: Jaguar (Mrs. Havard), 18.52s.
Best Herts C.A. and A.C. member: Bugatti (E. Robins), 15.80s (also best performance by foreign-built car).
Best N.L.E.C.C. member: Allard (M. Wick), 14.65s.
Best performance by resident of Kent: Cooper (F. B. Bowrey), 15.02s.
Class Winners:
Saloon, up to 1,300 c.c.: Austin A40 (R. C. C. Palmer), 24.65s. **1,301 to 2,500 c.c.:** W. H. Bledsowe. **Over 2,500 c.c.:** Aston Martin (R. R. C. Walker), 19.52s.
Sports, up to 1,300 c.c.: Empire-Lotus (F. C. Hill), 18.64s. **1,301 to 2,000 c.c.:** Cooper-M.G. (K. Flint), 17.06s. **Over 2,000 c.c.:** G. Parker.
Racing, up to 500 c.c.: D. Walker. **501 to 1,500 c.c.:** B. E. Bradnack. **1,501 to 2,500 c.c.:** Connaught (R. R. C. Walker), 15.40s. **Over 2,500 c.c.:** Triangle 8pl (E. Lloyd-Jones), 14.48s.

LAST Sunday the statue of Prince Albert looked down benignly upon rows of beautifully polished cars, in which—as patron of all things mechanical—he would have taken a great interest. On the road in front of the Kensington Gardens Memorial, the 20-Ghost Club had arranged a display of all the history of that famous *marque* Rolls-Royce. Here was even that historic car, the actual Silver Ghost itself, which in 1907 did so well in a Royal Automobile Club trial, that the name of the company was known throughout the world ever afterwards. And here, also, was the pair of original two-cylinder cars, a replica of the Tourist Trophy racing machine, Radley's magnificent Alpine Trial car, Phantoms of all types, "20s," Silver Wraiths, and Silver Dawn: the whole glorious record of the *marque*, including an armoured car from the 1914-18 war. It was suggested that the latter was present for the use of the

COMING SHORTLY

JULY 25.—Aston Martin O.C. United States Air Force Trophy Meeting, Snetterton, near Thetford, Norfolk, 11.30 a.m.
25.—B.A.R.C. Members' meeting, Goodwood, near Chichester, Sussex, 2 p.m.
25.—Bristol M.C. and L.C.C. Rally and reliability trial for veteran and Edwardian cars, Redcliffe Street, Bristol, 11 a.m.
25.—Midland A.C. Closed invitation hill-climb, Shelsley Walsh.
25.—Public Schools M.C. Touring assembly, to Hilden Manor Road House, Tonbridge, Kent.
25-26.—Spa 24-hour race, Francorchamps circuit, Belgium, start 4 p.m.
25-26.—West Hants and Dorset C.C. Graham Cup Night trial, Sandford, near Wareham, Dorset, 11.30 p.m.
26.—Aosta-Grand St. Bernard hill-climb, Italy.
26.—Aix-les-Bains formula 2 race, France.
26.—Jubilee Grand Prix of the A.C. de Portugal, Lisbon circuit, Portugal.
26.—W.O. Club. Social evening, White Hart Hotel, Whiteparish, near Salisbury, Wiltshire, 7 p.m.
26.—Allard O.C. Driving tests, Football Club Ground, Horley, Surrey, 11 a.m.
AUGUST 1.—West Essex C.C. Closed race meeting, Snetterton circuit, near Thetford, Norfolk, 1.30 p.m.
1.—Bentley D.C. Race meeting, Silverstone, Northamptonshire, 11.30 a.m.
2.—German Grand Prix, Nurburgring, Germany.
2.—Calabria sports car race, Italy.
3.—West Cornwall M.C. Hill-climb, Trengwainton, Madron, near Penzance, Cornwall, 2.30 p.m.
3.—Bristol M.C. and L.C.C. National car race meeting, Thruxton circuit, Thruxton, near Andover, Hampshire.
3.—Half-Litre C.C. Race meeting, Brands Hatch circuit, near Fawkham, Kent.

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These sturdy thin platinum electrodes allow the mixture to flow more easily all round the gap, resulting in more certain combustion, better slow running, better starting and noticeably better all round performance.

The plug has the exclusive Lodge 'Sintox' insulation containing the platinum centre electrode which is gold soldered to the copper core. This gives high heat conductivity to the plug generally and a wider operating range. A resistor and spring contact still further lengthen the life of the plug.

The gap setting on these plugs is .018"—.021" and owing to the special construction this setting should not be altered at all whether the engine manufacturers recommend a different gap or even when a sports coil is fitted. Such recommendations have usually been given for use with ordinary plugs having normal electrodes.

These special long-life platinum pointed plugs, made exclusively by Lodge, are manufactured with identically the same materials as used so successfully for the world-famous Lodge aircraft and racing plugs.

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in the Daily Express International Sports Car Race, Silverstone

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judges after the results were made known!

It was a pleasant party, and wonders had been performed to restore the older cars to magnificent condition. S. E. Sears' *coupé de ville*, brilliantly polished with cane work finish to its paint, seemed more like a treasured exhibit from a museum than an ordinary everyday car. Prizes went to S. E. Sears for two exhibits, L. J. Thompson, J. W. Neal, R. Way, G. P. Easten, M. H. Vivian, G. E. Shelboke, and Mrs. Gatty Saunt.

A deeply interested spectator was Briggs Cunningham, American racing driver, with a Continental Bentley for transport.

Incidentally, the odd name of the club is a compound of one Rolls-Royce model with the name of another, and not, as one spectator thought, something connected with psychic research!

MANY of us fortunate enough to do the jaunt to Le Mans for the 24-hour race would agree that never to have seen cars racing at night with their head lamps gleaming in the distance and then streaming past the pits is never to have seen racing at all. The B.A.R.C. Goodwood nine hours race does a lot to counteract this complaint for British spectators, and it will be run again this year on August 22. For the convenience of members and spectators who appreciate both racing and real comfort, the B.A.R.C. is providing a parking area for caravans; this space is available for the three-day practice and race period, at an inclusive, moderate charge per caravan. Admission to the course is a separate charge. Members of the B.A.R.C. will have their own caravan park. Often with a race of this nature, the practice periods are as interesting as the event itself; on Thursday and Friday, August 20 and 21, from 5 p.m. to 11 p.m. the public will be admitted to the official practising. All applications for caravan reservation tickets, and the ordinary grandstand and enclosure tickets should be addressed to the B.A.R.C., 55, Park Lane, London, W.1.

REGULATIONS are out for another Shelsley; after the success of the spring meeting, in which Ken Wharton reduced the hill's record to 36.60s with his 1,000 c.c. Cooper, the autumn event, on August 29, is awaited with keen anticipation. Entries close on Monday, August 10. There is a class for formula 3 exponents, and racing and sports classes as follows: 501 to 1,100 c.c., 1,101 to 1,500 c.c., 1,501 to 3,000 c.c., over 3,000 c.c. Team entries in the racing classes, comprised of three cars each, may be entered in various makes; but the sports cars teams are strictly one *marque* entries, consisting of three cars each. £100 and the Challenge Trophy are awarded for f.t.d.; runner-up receives £50. Competitors will practice on Friday, August 28, and on the Saturday morning. Regulations and entry forms may be obtained from Leslie Wilson, M.A.C., 87, Edmund Street, Birmingham, 3.

CLUB NEWS

Taunton M.C.—Starting from North Petherton, Somerset, on Sunday, July 12, competitors in the annual car rally covered a 50-mile course, which incorporated special tests and a regularity run. The latter comprised two laps, which had to be covered at an average speed of 25 m.p.h. Best time was made by John Olford (Morgan Plus Four) with an error of half a minute over the two laps. Five of the special tests then followed on the perimeter track of Smeatharp Aerodrome; P. W. McNaughton drove his Sunbeam with skill, and put up good times. In the saloon car class, G. W. Best, with his Ford Anglia, fully demonstrated the capabilities of the smaller car in the rally.

Results: Rally Trophy: Morgan Plus Four (J. Olford). **Runner-up:** Morgan Plus Four (Dr. J. T. Spare). **Handicap Cup:** Morgan 4-4 (E. F. Greed). **Awards:** M.G. (N. P. W. Brittain), Riley Spl (P. Purchase), Ford Anglia (G. W. Best), Healey (Mrs. Mayne).

West Cornwall M.C.—One of the Bank Holiday events that always attracts its own bunch of enthusiasts from the West Country is the speed hill-climb at Trengwainton, Madron, near Penzance. It will be run again on August 3. There are classes for racing cars up to 1,100 c.c., and sports cars up to 750 c.c., 1,300 c.c., 2,000 c.c. and over 2,000 c.c. (Entries close July 27; J. H. Radbourne, 11a, Market Jew Street, Penzance.)

Southsea M.C.—Heavy rain, on Sunday, July 12, drove the Southsea *concours d'élégance* indoors. The competing cars ranged from C. Ewins' immaculate 1906 Wolseley and S. J. Skinner's beautiful 1910 Rolls-Royce, to all the usual saloon cars in show trim. The class for post-war cars, up to £1,250, included two Riley police cars, entered by the Portsmouth City police. Judges for this event were Lord Merrivale of Walkhampton, who travelled from Paris to take part, Sydney Allard, Peter Sellers of the B.B.C., and Alfred Reading.

Results: Cars built before December, 1939: 1906 Wolseley (C. L. Ewins). **From January 1931 to 1939:** 1937 Rolls-Royce (R. Way). **Post-war cars, up to £750:** Wolseley 6-80 (G. Sparshatt). **Up to £1,250:** Jaguar XK120 (A. G. Cochrane). **Over £1,250:** Rolls-Royce (P. A. Barden).

The day before the concours there had been a very different competition—a series of driving tests on Southsea Common, in which 45 competitors entertained over 3,000 spectators. The City of Portsmouth Corporation Challenge Trophy, for the best aggregate result, was won by B. Croucher, driving a Jowett Jupiter. Best performance by a member of the Southsea M.C. was put up by D. Silverthorne, in a Ford Anglia, and the Ladies' Challenge Cup went to Mrs. P. Havard (Ford Anglia).

Horsham and D.M.C. and L.C.C.—A stop and restart test in the annual Lulworth Cove Trial, run on July 5, penalized the entire car entry except the actual winner. This was held on a very steep hill, with a rather loose surface; in some cases, hand brakes would not hold the cars from slipping back. The route covered 170 miles of main and secondary roads in which 17 time checks were included. Speeds were between 20 and 30 m.p.h. Competitors tackled it at night, and after breakfast in the New Forest the route carried on through the lesser-known lanes of Dorset, to the finish at Lulworth, Dorset.

Results: Mid-Summer Cup (best performance): A.R.M. Spl (E. G. Smith). **First-class awards:** M.G. Spl (M. R. C. Quick), Ford (T. Argent), Vauxhall (G. Robbins), Ford Consul (C. O. Carpenter). **Second-class awards:** Morris (J. Fry), Citroen (Miss A. L. Field).

Leicestershire C.C.—A thoroughly wet afternoon failed to damp the spirits of competitors in the driving tests, held on Great Dalby aerodrome, Leicestershire, on Sunday afternoon, July 12. It was noticeable that where concrete blocks were used as markers, drivers tended to be a little more careful than where less solid oil drums were used—and occasionally scattered. The Alan Glover Trophy, for the best overall performance, was won by Barry Hercock, in his M.G. TD. First- and second-class awards went to Les Pole (Triumph) and Harry Green (Lancia), respectively.

W.O. Club.—On Sunday, July 26, a social evening will be held at the White Hart Hotel, Whiteparish, near Salisbury, Wiltshire, from 7 p.m.

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1953	**HILLMAN** Mk. VI Estate car	1,800	£865
1953	**JOWETT** Bradford van	300	£360
1951	**STANDARD** Vanguard sal., rad., htr.	14,000	£695
1953	**STANDARD** Vanguard Ph. 2 sl., rad., htr. and overdrive	200	£995
1953	**VAUXHALL** Wyvern sal., rad. and htr.	2,000	£895
	NEW AUSTIN A.70 sal., sldg. head	£908 14s.	2d.
	NEW JOWETT Bradford van	£433 5s.	3d.
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1952 HEALEY Tickford saloon, F type, grey, radio and heater ... £1,250
1951 HEALEY Tickford saloon, grey, radio and heater £1,075
1948 HEALEY Duncan saloon, ivory, heater £695
1947 HEALEY Sports 2 seater, green £550
1951 ALVIS 3-litre saloon, black, heater, excellent order £1,195
1951 AUSTIN A.90 saloon, grey, radio and heater, immaculate... £785
1952 MORRIS Oxford saloon, black, red leather, one owner, immaculate £685
1952 JAGUAR Mark VII saloon, black, radio and heater, immaculate £1,495
1936 HOTCHKISS Paris Nice saloon, very good order £395
New TRIUMPH Renown saloon—Immediate delivery—Black, radio, heater.

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IN BRIEF

There is a Bosch fog lamp which, at £2 16s 6d, is a less expensive unit than those in the range of Bosch lamps described in *The Autocar*, July 17.

Trading profit of the Esso Petroleum Co., Ltd., for 1952, was £12,219,197 (£10,465,207 previously). The net profit was £3,976,176 (£4,227,460 previously).

The death is recorded with regret of Mr. Norris Wainwright, managing director of James Wainwright (Wolverhampton), Ltd. He was 61. From 1924 to 1929 he was chief inspector of the Clyno company.

Dunlop tyres were used by W. R. Baird, who won the sports car event in the Leinster Trophy races at 74.42 m.p.h. in a Ferrari, and by J. Lawrence, who won the *formule libre* event in a Cooper-Bristol at 72.75 m.p.h.

At the June meeting of the Ulster Motor Traders' Golfing Society at Bangor, near Belfast, the P. C. Welsh Trophy was won by Mr. C. Williams, with Mr. M. Duffield as runner-up. Mr. E. Anderson won the Johnstone Cup.

Recently issued by the Ford Motor Co., Ltd., of Dagenham, Essex, is *Ford Dealer Information Service*, a booklet containing details of Ford dealers in selected countries in Europe and the Near East. This is available free from the company's public relations department.

Under the management of Mr. B. S. Male, a company has been established in Toronto, Canada, by the Owen Organization. It will handle the products of the main firms within the group. The new company is called Rubery, Owen Canada, Ltd., and its offices are at 1470, The Queensway, Postal Station N., Toronto, 14.

Mr. Thomas Gorst, M.I.Mech.E., has retired from his position as director of the Champion Sparking Plug Co., Ltd., of Feltham, Middlesex. Having joined the company in 1937 as works manager, Mr. Gorst was appointed to the board in 1945. He was works manager of the Ford Motor Co., Ltd., at Trafford Park and Dagenham for 23 years.

During September Nuffield service weeks will be held as follows: Commencing September 7, Eustace Watkins, Ltd., 12, Berkeley Street, London, W.1 (Wolseley); September 21, Stroud Motor and Engineering Co., Ltd., Rochester (Wolseley); September 21, City Motor Co., Ltd., Cardiff (Morris and M.G.); September 28, Taylor's Garage (Falmouth), Ltd., Falmouth (Morris); and September 28, Eric S. Myers, Ltd., Bradford (Morris).

Mr. Ivan M. Waller, B.A., M.I.Mech.E., has joined the Lockheed Hydraulic Brake Co., Ltd. to assist, in the first instance, with the development of the Lockheed-Avery flexible pipe and self-sealing couplings division. He was for many years a development engineer in the car division of Rolls-Royce, Ltd., and during the last six years was technical director of Small and Parkes, Ltd. In 1950 Mr. Waller was awarded the George Stephenson research prize for his paper on internal expanding brakes for road vehicles.

In reference to a paragraph published under this heading in *The Autocar* of June 26, announcing changes in the board of Hardy Spicer, Ltd., Mr. John L. Hardy wishes it to be known that his resignation from the chairmanship of the company was for personal reasons and not upon medical advice.

Fina Petroleum Products, Ltd. are extending their activities within the Commonwealth. Canadian Fina Refineries, Ltd. has recently been formed, at present as a private company, in addition to the existing Canadian Fina Oil, Ltd. The new company will build a refinery in the Province of Quebec, and distribute its products throughout eastern Canada.

Mr. Frederick W. Rushbrooke, chairman of the Halford Cycle Co., Ltd., died on July 15 at the age of 91. He was believed to be the oldest company chairman in the country, and at the annual meeting last January it was recalled that he had attended every annual meeting since the company's foundation 46 years ago. The company now has more than 200 branches.

At the race meeting at Silverstone on July 18 the winner of the Grand Prix, A. Ascari, used Shell oil and fuel and Champion sparking plugs in his Ferrari. The Maserati of the second man, J. M. Fangio, was equipped with Lodge plugs, and it used Esso fuel and oil. In the formula 3 race the winner, S. Moss, used Shell fuel and oil, Lodge plugs, Dunlop tyres and Ferodo brake linings. E. Brandon, who was second, used similar equipment except for the plugs, which were K.L.G. The three Aston Martins, which finished first, second and third in the sports car race, used K.L.G. plugs, Shell fuel and oil, Mintex brake linings and Avon tyres. First, second and third cars in all races except the Grand Prix were fitted with Hepolite pistons and rings.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:

No. 16693. 1936 M.G. Magnette
"T.S.T."—General information and a handbook.

No. 16694. 1937 1½-litre Riley
"A.C.P."—Any available information and a handbook for Victor model.

No. 16695. Austin Seven
"N.A.P.B."—General information and performance data for Nippy or Ulster model.

No. 16696. 1938 Morris Twelve
"E.V.B."—All possible information and a handbook.

No. 16697. Wiring Diagram
"G.E.T."—1933 Alvis Speed Twenty with dual ignition.

No. 16698. Handbooks Required
"C.F.R.G."—1934 Humber Snipe 80 workshop manual.
"C.L.P."—1938–39 Vauxhall Ten.
"J.M."—1939 B.S.A. Scout.
"W.M.B."—1938 Morris Twelve.
"R.M."—1938 Hillman Fourteen.
"I.W.N."—1949 Humber Ten (overseas model) workshop manual.

SILVERSTONE

R.A.C. BRITISH GRAND PRIX

1st	FERRARI	A. ASCARI
3rd	FERRARI	G. FARINA
5th	FERRARI	MIKE HAWTHORN

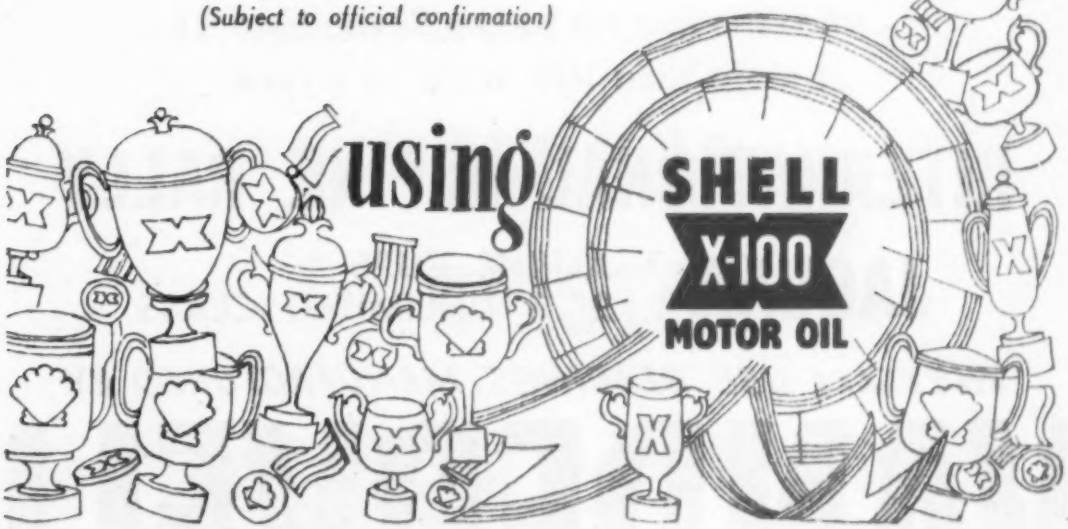
INTERNATIONAL "DAILY EXPRESS" SPORTS CAR RACE

1st	ASTON MARTIN	R. PARNELL
2nd	ASTON MARTIN	R. SALVADORI
3rd	ASTON MARTIN	P. COLLINS

INTERNATIONAL "DAILY EXPRESS" 500 c.c. RACE

1st	COOPER	STIRLING MOSS
2nd	COOPER	E. BRANDON
3rd	COOPER	S. LEWIS-EVANS

(Subject to official confirmation)



AND SHELL FUEL

BRITISH GRAND PRIX

SILVERSTONE

1 2 3 4 5 6

FORMULA LIBRE RACE

1* 2 3

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100.16 m.p.h.
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VANDERVELL

LE MANS

24 HOUR RACE

1 JAGUAR	5 FERRARI	12 AUSTIN HEALEY
2 JAGUAR	6 GORDINI	13 FRAZER-NASH
4 JAGUAR	9 JAGUAR	14 AUSTIN HEALEY

GRAND PRIX DE L'A.C.F.

GRAND PRIX

1 2 3 4 5 6

12 HOUR SPORTS CAR RACE

1st JAGUAR

GENERAL CLASSIFICATION

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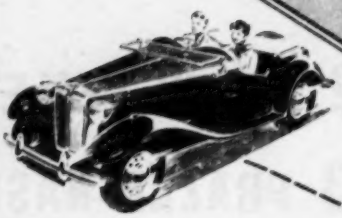

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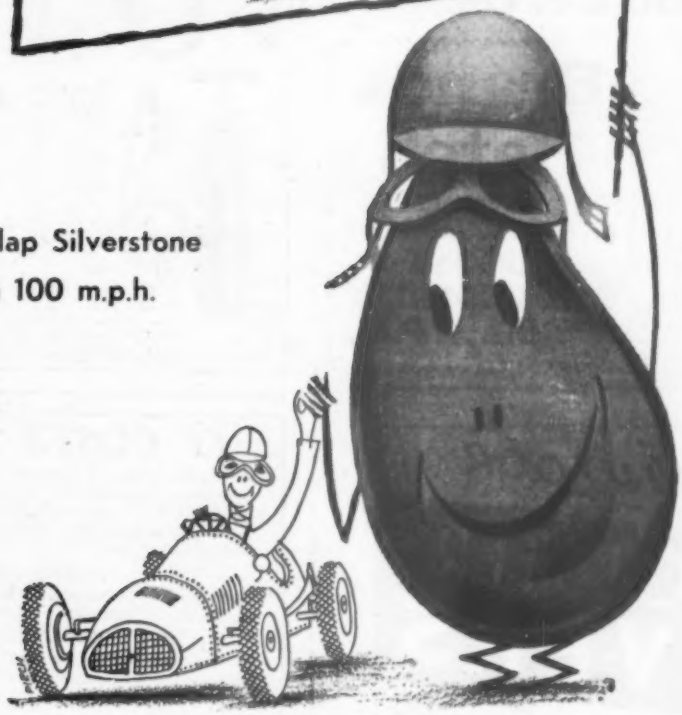

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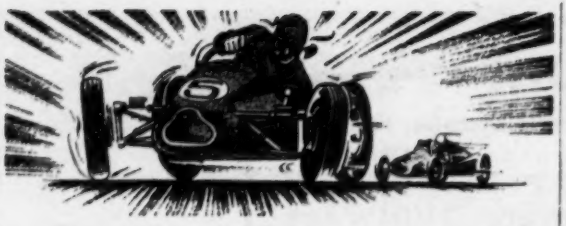

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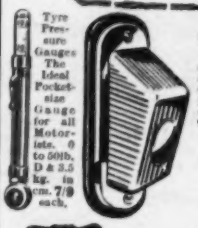

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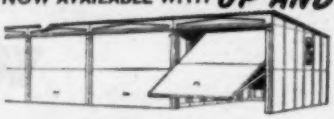

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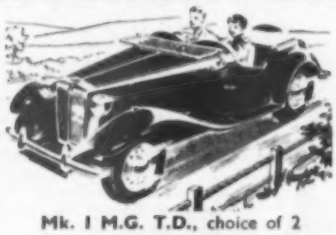

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51 **STANDARD** Vanguard, blk., rad.	£595
51 **TRIUMPH** Renown, blk./fawn, htr.	£775
50 **JOWETT** Javelin de Luxe, grn	£645
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49 **RILEY** 1½ saloon, blk./brn., htr.	£775
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'53 **AUSTIN** A.90 Atlantic sal., new, shop-soiled, radio, heater	—	£985
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'52 **HUMBER** Pullman limousine, heater	16,000	£1,550
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'38 **ROLLS-ROYCE** 25/30 h.p. Thrupp & Maberly Landaulette, black with fawn upholstery, guaranteed	—	£1,195
'39 **ROLLS-ROYCE** Park Ward Sports saloon, black and grey with beige upholstery, guaranteed	—	£1,975
'51 **ROVER** "75" P.4 saloon, heater	18,000	£1,095
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'51 **TRIUMPH** Renown saloon	12,000	£845
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'53 **VAUXHALL** Wyvern sal.	1,000	£885

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Telephone: EALing 6600

UPPER MONTAGU STREET
MONTAGU SQUARE, W.1
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150, Park Lane, W.1
Telephone: GROsvenor 3434

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382, STREATHAM HIGH ROAD
S.W.16
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The Autocar

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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AC competition sports, black, 2-str., first registered 1946 and carefully maintained; £300, or part-exchange new Ford Consul.—Lomax, Elizabeth House, Havant. Havant 70. [6172

1949 A.C. 2-litre saloon, finished in green with beige interior, one owner from new; £600, or exchange, with cash adjustment, for 1952 Hillman Minx.—Linnell, The Square, Market Harborough. Tel. 2340. [6158

MAYFAIR GARAGES, Ltd.—1949 2-litre sports saloon, grey, red leather, nominal mileage, carefully maintained, very smart car in outstanding condition throughout; £575.—Balderton St., Mayfair, W.1. Mayfair 5104-5. [C3009

A.C Cars Wanted

B. J. HUNTER, Ltd.,

FOR immediate purchase of your A.C.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway N.W.2. Tel. Gladstone 6505. [W2040

CASS'S MOTOR MART require carefully used A.C.—Euston 4110 and 3523. [W1040

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REQUIRED immediately, good A.C. pre- and post-war.—Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

H. F. EDWARDS urgently require good A.C. for immediate cash; distance no object.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

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1951 Model Alfa-Romeo, most attractive drop head coupe, by Farina, on the 2.6 chassis, beautiful condition, every extra, low mileage, exceeds 110 mph with ease; offers to—R. S. Mead, Ltd., 42, Queen St., Maidenhead. [6217

ALFA-ROMEO 1.750cc twin cam, Gran Turismo, 10 million series, 4-door sports saloon, red with grey leather, taxed and insured; £245.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C3049

Alfa-Romeo Cars Wanted

BARTLETT, Alfa-Romeo Specialists, 27a, Pembridge Villas, W.11. [W1013

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0124/R

ALLARD

BM

BEVERLEY MOTORS offer with real pride:—

1949 Allard 71K roadster, fitted with roomy 2-seater body with a new grey tailored hood and beautifully fitting sidescreens, finished in metallescent grey with wings piped in red, special red hide upholstery and leather bound red carpets to match, unworn tyres, works reconditioned engine fitted 9,000 miles ago as owner, who was a perfectionist, preferred this to carrying out some necessary repairs, even at the moderate mileage of the car; specialities: sprung steering wheel, telescopic steering column, special stoneguards on rear wings, electric clock with second hand, spotlight, Ace illuminated number plate incorporating tail, stop and reversing lights, fold-flat windscreen with side wind deflectors, racing hand brake, remote control gear box, combined oil-pressure and water temperature gauges; a car which is really faultless mechanically, free of any blemish as to the coachwork and open to the most minute examination and thorough trial; £475, or exchange.—Beverley Motors, Beverley Rd., Highams Park, London, E.4. Larkswood 7206 or 2031. [C1086

DICKS

1948 Allard tourer, fitted special engine, fast and attractive; £495.

DICKS CAR SALES, Ltd., 385-401 High Rd., Kilburn, Maida Vale 6888-9 [C1072

SALES & WANTS

Turn to page 76 for Advertisement Form

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MOTORISTS!
ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE
See page 76

ALLARD

BOON & PORTER, Ltd

1951 P51 saloon, heater, one owner, 25,000 miles; £575.—Castelnau, S.W.13. (By Hammersmith Bridge). Riverside 4444. [C1022

SWANMORE GARAGE offer:

1953 Allard saloon, 5,000 miles only; exchanges or terms a pleasure.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southborne 43544. [C4024

B. J. HUNTER, Ltd., offer:—

1951 Allard saloon, new tyres, new engine fitted, £675.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040

1948 Allard foursome drop head coupe, excellent chassis, good coachwork; £595.

GARAGE SERVICE Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green, N.W.11. Speedwell 8692. [C2019

1949 Allard 4-seater coupe, in first-class order, body respayed, new engine, clutch and hood fitted; £450.—D. McIntosh & Sons, The Garage, Errol, Perthshire. [6097

£495!!!—1949 model Allard sports saloon, late titled owner, in magnificent condition; the cheapest and best sports saloon ever offered; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

ALLARD 71K 2-seater sports, red with red upholstery, 16,000 miles since new, 20-22 mpg; £395; good condition.—Grant, Brook House, Roe Green, Worsley, Lancs. Tel. Walkden 2142. [6130

£345.—Allard 4-seater tourer, 1948, recond engine, good tyres, extras.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424 [C3045

1949 Allard, special 5-seater saloon body by A. J. Pickering, Ltd., Perspex roof panel, 25,000 only, excellent condition; £425.—Pale Manor House, Malvern. Tel. 1649. [6405

1948/9 Allard drop head coupe, Mercury engine, column change, grey with grey leather, £425.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C3049

425 gns.—Allard (October) 1948 sports 4-seater, red red leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C3018

1952 MEX, the ideal family man sports car, 4-seater, exhilarating performance at half list price; dark blue coupe, in showroom condition; extras include radio, heater, loose covers, Ace Rimbellishers, etc.; 6,000 miles only and indistinguishable from new; 900gns.—Mr. Cater, Hop 1563. [6370

EX-Imhof prototype Allard coupe JGU 5, Lisbon rally winner, fitted with twin spare wheels in front wings, full rally equipment, numerous fittings and modifications, respayed, new hood, new mercury twin Solex carburettors, engine, gear box and rear axle in last 12 months, tuned and maintained by experts, complete with many spares; £425.—Munn & Chapman, Ltd., Little Chalfont 2510. [6067

1952 Series Allard K2 sports 2-seater, this is the actual Earls Court show car exhibited in October 1951, and was purchased direct from the Allard Motor Co. by the present private owner. It is fitted with the 4.375cc Mercury engine and coil IFS new Dunlop Road Speed tyres all round, H.M.V. radio and Lucas Flame Thrower spotlight, the total mileage is 15,000 and the car is in immaculate condition throughout, finished in metallic blue with grey leather; offers to be submitted to—Bosbier & Pattenden, Ltd., Chapelfield Rd., Norwich. Tel. 24184-5-6. [6275

Allard Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

J2 wanted for cash.—Valentine 2098 or 4674. [W2014

ALLARD in good condition for cash.—Tel. Valentine 2098 or 4674. [W2014

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Allard Cars Wanted

B. J. HUNTER, Ltd.,

FOR immediate purchase of your Allard.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040

BARTLETT will pay more for Allard cars.—27a, Pembridge Villas, W.11. [W1013

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 6841. [W3041

ALVIS

TOM GARNER, Ltd., offer:—

1952 Alvis 3-litre saloon, black with red hide, heater, radio, many extras, 15,000 miles; £1,365.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

BROOKLANDS, Alvis Distributors, new 3-litre,

1953 Alvis sports 2-seater, 750 miles.

1952 Alvis 3-litre saloon, 5,000 miles.

1951 Alvis 3-litre saloon, radio, heater.

1951 Alvis 3-litre drop head coupe, 10,000 miles.

ALVIS cars examined by distributors, saloons and coupes from £1,200.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

ALVIS 14 (12/70) sports saloon, 1939, good condition; £325.—3, Priestthorpe Lane, Bingley, Yorks. [6164

1937 Alvis Silver Crest 6-light saloon, superb condition throughout, almost as new tyres, one family owner, bargain; £275.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 6333. [C4060

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

1937 Speed 25 Charlesworth saloon, very smart, radio; £250.—Flt. Lt. Morgan, R.A.F. Boscombe Down, Wilts. [6256

ALVIS Speed 20, engine 2,762cc, fully recond. with or without all acces.; offers.—Routledge, Station Road Garage, Scholes, Leeds. [6241

ALVIS 4.5 Mayfair saloon, lovely condition, extensively overhauled; £350.—Northernwoods Farm, Flackwell Heath, High Wycombe. [6161

£1250—1951 3-litre Alvis drop head coupe, one owner, immaculate.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

ALVIS Speed 20 tourer, 1933, hood sound, new batteries and tyres, licensed, mechanically perfect, £190 o.n.o.—Ross, 35a, Broadwater Down, Tunbridge Wells. [6189

£395—1940 Alvis 12/70 sports saloon, in immaculate late condition throughout; £135 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1951 Alvis 3-litre Tickford drop head 4-seater, maroon, client car regularly serviced by us; offers, please, for quick sale.—Hill's Garage, 3 & 5, Ennismore Mews, S.W.7. Kensington 4020. [6331

1949 (July) Alvis 14 saloon, black, red leather, mileage 18,700 guaranteed, one owner, chauffeur driven, showroom condition throughout; £725.—Boardmans, Broadway, Stratford, E.15. Mar. 2301. [6291

625gns.—Alvis 14 (December) 1948 drop head coupe, grey, red leather, radio, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

CAMDEN MOTORS.—Alvis Speed 25 Charlesworth sports saloon, 1937, black/tan leather, original cellulose now undergoing respray in our own workshops, excellent chassis, discs, telecontrols, etc., outstanding bargain; £295.

CAMDEN MOTORS.—Alvis 14 sports saloon, late registration 1949, a beautiful car in almost faultless mechanical order; £725.

CAMDEN MOTORS.—Alvis 14hp drop head foursome coupe, series T.A., 1949, one owner, silver grey, grey leather, heater, fog and pass lights, new hood and 5 new Avon H.M. tyres fitted last month; £695.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

ROYS offer for £90 deposit or £295 cash, a beautiful 1937 Alvis 17 sports saloon, one owner, discs, etc.; a specimen; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Near Camden Town Tube Station.) Euston 2700 and 8894. [C3059

Alvis Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4016/R

CASE'S MOTOR MART require carefully used Alvis.—Euston 4110 and 3523. [W1040

PERFORMANCE CARS urgently require Alvis's.—Great West Rd., Brentford, Middlesex. Ealing 6841. [W3041

1939 Speed 25 urgently required.—Chipstead Motors, 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [W1046

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores: Barnsdale Yard off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0590/R

Alvis Cars Wanted

WANTED, 1939 or 1940 Alvis Speed 25, must pass Alvis examination, or an exceptional 1936 Alvis Speed 20.—Reply Airmail with photograph to Hutson, Anchovey P.O., Jamaica, B.W.I. [6118

GOOD price paid for 1936-9 Speed 25 or 4.3-litre 4-door saloon, sliding roof, genuine private buyer, must be available for any inspection and trial, also sight of accounts for major repairs.—Box 8447. [5775

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6763-5-4. 'Grams, Alviscar Gold London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry. [0931/R

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. [0591/R

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0653/R

KINGSTON-ON-THAMES.—Alvis sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241-2. [84053/R

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0389/R

AMERICAN CARS

METCALFE & MUNDY, Ltd.

1950 Pontiac 8-cyl. de luxe saloon.

1948 Lincoln Continental saloon.

1948 Plymouth saloon.

1946 Lincoln saloon, r.h.d.

1939 Packard Super 8 club sedan.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064.

SIMPSON'S MOTORS offer:—

RHD Ford Custom 4-door, all extras, black, low mileage.

RHD 1949 Studebaker Regal 4-door saloon, fitted with all extras, colour black.

1952 Chevrolet saloon 2-door, fitted with extras, l.h.d., colour pastel green.

1952 Studebaker Champion saloon 4-door, fitted radio, heater, seat covers, l.h.d., colour pastel green.

1951 Studebaker Champion, fitted radio, heater, all extras, l.h.d., colour olive green.

1951 Chevrolet Power Glide de luxe, fitted radio, heater, all extras, colour blue, l.h.d.

1951 Chevrolet de luxe saloon 4-door, fitted radio, heater, seat covers, l.h.d., colour black.

1951 Kaiser Henry J. 2-door, l.h.d., colour blue.

1950 Nash Ambassador Customs, hydramatic, fitted radio, heater, all extras, colour black.

1949 Ford Custom 2-door, fitted heater and seat covers, l.h.d., colour blue.

1949 Ford Custom 2-door, fitted radio, heater and extras, l.h.d., colour black.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/3903. [C4015

JOE THOMPSON (MOTORS), Ltd., offer a selection of American cars.—97, Fulham Rd., S.W.3. Kensington 4858 [C4028

CROSMOBILE sedan, post-war, but so far unregistered, mileage only 585!! The baby car of America, l.h.d., an absolute bargain at £275.

W. J. REYNOLDS (MOTORS), Ltd., Main Ford Dealers. We have a good stock of used cars of various makes.—Ford House, New Rd., Dagenham, Essex. Rainham 770 (8 lines). [C3065

1948 Studebaker Commander convertible, electric hood, overdrive, radio, hill-holder; blue with brown leather, 16,000 miles, one owner, as new; £1,250.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

595gns.—Dodge, 1946 (registered 1948), specially imported 26hp de luxe saloon, black, R.H. drive, steering column gear change, fluid drive, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

295gns.—Packard 8, 1938 34hp touring saloon, black, fawn upholstery, radio, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£995!!!—Kaiser-Frazer L.H.D. de luxe special traveller's saloon, probably the only one in Europe, registered 1951, literally brand new, seats 7 or the back opens for sleeping 2 or 3 and has a utility platform 8ft×4ft, most unusual multi-purpose vehicle, photograph available.—Below.

£845!!!—1947 (Sept.) Pontiac right-hand-drive de luxe saloon, magnificent throughout and just completed £150 overhaul prior to Continental trip; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

NASH CONCESSIONAIRES, Ltd., for new and used Nash cars; as sole concessionaires for these popular American automobiles we are now able to offer for sale a limited number of new models; our customers may select their own colour and upholstery, and may also specify additional equipment, e.g., white sidewall tyres, overdrive, radio, etc., approximately seven weeks delivery, left- or right-hand drive models available; terms, part exchanges. [6294

American Cars Wanted

ATTENTION!!

SIMPSONS, The American Car Buyers, require all American cars.—Wembley 8691/3903, 345, High Rd., Wembley. [W4015/R

American Cars Wanted

POST-WAR American cars wanted.

REG. TIMMS (MOTORS), Ltd., 17-19, High St., Toddington, Beds. Tel. 31. W4064

AMERICAN car up to £600.—Box 8691. [6413

FIXED head really good pre-war American coupe, cash waiting; private.—Amersham 227. [6396

AMERICAN car wanted for cash.—Valentine 2099 or 4674. [W2018

JOE THOMPSON (MOTORS), Ltd., buyers of American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your American car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd. (London and district distributors), offer:—

1950 Armstrong Siddeley Whitley saloon, radio, grey, £895; one week's free trial, guaranteed, deferred terms available.

ARMSTRONG SIDDELEY estate cars, mounted on new standard ex-works 2.3-litre chassis, coachbuilt bodies in metal and polished hardwood, fully upholstered, disappearing bench seat to rear, load carrying floor area 6ft long×4ft 6in wide, most attractive looking vehicles; demonstrations gladly arranged; also deferred terms if desired; 6 only available, price each £1,145, including purchase tax.—164, Gt. Portland St., W.1. Museum 1001. [C3039

CAR MART, Ltd.

1953 Armstrong Siddeley Whitley saloon, heater, 1,000 miles; £1,275.

1952 Armstrong Siddeley Hurricane, coupe, heater, 14,000 miles; £995.—Car Mart, Ltd., 350, Euston Rd., N.W.1. Euston 1212. [C1059

ACRES offer:—

1947 Armstrong Siddeley Hurricane coupe, black brown leather, complete with seat covers, heater, radio and taxed to end of year, beautifully kept; £450.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

SCOTT CARS offer:—

1953 (July) Armstrong Sapphire, 600 miles, as new; £1,725.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

TOM GARNER, Ltd., offer:—

1953 Armstrong Siddeley 2.3-litre Whitley saloon, grey with red upholstery, 2,000 miles only; £1,265.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2026

H. A. SAUNDERS, Ltd., offer:

1949 Armstrong Siddeley Typhoon saloon, black with brown upholstery, heater, recorded mileage 24,900; £675.

836-842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

1952 (Sept.) Armstrong Siddeley Whitley 2.3-litre saloon, one owner, 6,000 miles; £1,085.

RIPCO, Ltd. (Armstrongs Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1947 Armstrong Typhoon, one private owner; £495.—Selbornes, 82, Park St., W.1. May 4733. [5740

SAPPHIRE, new, mileage 500 only, list price plus cost of extras, available through illness.—Box 8696. [6378

ARMSTRONG Lancaster 1947, one owner; £395.—Value Cars, 562, Upper Richmond Rd., S.W.14. Prospect 7520. [6309

£450.—1948 Armstrong Hurricane coupe, nice condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

1948 Armstrong Lancaster saloon, black with maroon leather, in very nice condition; £595.—Noel Bell, Putney Vale (next to K.L.G.). Putney 7851. [6299

1948 Armstrong Siddeley Lancaster saloon, fitted heater, finished in most immaculate black with maroon leather interior, fitted loose covers, a most attractive specimen; £575.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

1939 Armstrong Siddeley 16hp 4-door sports saloon, attractive appearance and excellent mechanical condition; £259.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057

CAMDEN MOTORS for Armstrong Siddeleys.—16hp Hurricane drop head foursome coupe, late registration 1947, fitted brand new hood and extensive overhauled; choice of two from £435, both fitted heater.

CAMDEN MOTORS for Armstrong Siddeleys.—Lancaster 4-door saloon, March, 1948, dark blue, blue leather, quite a low mileage car, unblemished appearance and in excellent mechanical order, usual extras; £575.

CAMDEN MOTORS for Armstrong Siddeleys.—Also a Typhoon sports saloon, just resprayed in pastel grey.

CAMDEN MOTORS for Armstrong Siddeleys.—Whitley 4-light saloon, 1951, fitted radio and heater, a most immaculate car in practically faultless order; £895.

CAMDEN MOTORS for Armstrong Siddeleys.—Whitley saloon, 1952, virtually as new in every respect; £1,075.

CAMDEN MOTORS for Armstrong Siddeleys.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

1941 Armstrong Siddeley saloon 16hp, black, one owner, taxed to Dec. 31, this car is in excellent order for its year; £295.—Lovell's Garage, Ltd., Westgate, Peterborough. Tel. 2001. [6062

£295!!!—The finest Armstrong 16 saloon de luxe we have had, look at the bodywork, it's just as though it left the Motor Show, look at the leather work, it smells brand new, drive it, it's magnificent; choice also 3 other Armstrong 14s from £285; 3 months' guarantee; hire purchase, exchanges. LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

LIMOUSINE, 18hp/1951, partition, forward occasionals, black, mileage 9,000, privately owned, £1120. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Armstrong Siddeley Cars Wanted

CM

THE CART MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [0171/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ARMSTRONG in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

KIRKWOOD CARS buy pre-war Armstrongs.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

CASS'S MOTOR MART require carefully used Armstrong Siddeley.—Euston 4110 and 5523. [W1040

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 6000. Seven Sisters Rd., Tottenham N.15. [0185/R

7-SEATER privately owned 1938/39 Limousines required also 18hp 1951/52—cash waiting. A. & S., 2 Providence Court, North Audley Street. Mayfair-2941. [W1006

H. F. EDWARDS urgently require good Armstrong Siddeley for immediate cash; distance no object.—Details, please, to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0395/R

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY owners, complete overhauls, service, 48 hours exchange engine service, prompt guaranteed work by specialists.

PRESELECTOR gear boxes; exchanges, reconditioning. Arcot Eng., Ltd., 169 Fulham Rd., Chelsea, S.W.3. Ken. 7501. [0644/R

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7. [0602/R

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works: Hawley Crescent, Camden Town. Tel. Gul. 4141 [0760/R

ASTON MARTIN

METCALFE & MUNDY, Ltd.

ASTON MARTIN DB, specially prepared for the Spa 24 hours, terrific performance with very economical upkeep.—280 Old Brompton Rd., S.W.5. Fremantle 5471. [C5064

BROOKLANDS, Aston Martin Distributors.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

ASTON MARTIN Grand Prix model Bristol, rebuilt 1956, very smart 10hp, 40 mpg; £220.—Procter, 219b, Upper Chorlton Rd., Manchester, 16. [6386

BARTLETT.—Aston Martin, 1939 series 2-seater drop head coupe, completely overhauled by world-famous engineer; £450.—2/a, Pembridge Villas, W.11. [C1015

MARK II short chassis, constructed by makers to special order with 2-seater coachwork incorporating enclosed luggage space, disappearing hood, special upholstery, extra instruments, including built-in compass, time/date clock, special exhaust system with larger diameter plated pipes, telecontrol shockers, larger fuel tank with twin quick-filler caps and many other features which make this car outstanding, red with beige unpleated upholstery, all chrome excellent, very good tyres and original red leather, covered side curtains as well as normal aero screens a unique specimen of the marque; £595.

CHARACTER CARS, Wellesley Court Rd., East Croydon, Cro. 2555. [C1044

Aston Martin Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

HILLINGDON MOTORS are interested in buying Aston Martins.—325, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [W2062

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

ASTON MARTIN main dealers

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198/R

AUSTIN SEVEN

ROYS offer for £45 deposit or £135 cash 1937 Austin 7 drop head original with many extras fitted.

ROYS offer for £49 deposit or £147 cash 1938 (December) Austin Big 7 4-door saloon, new tyres, battery, etc.

ROYS offer for £50 deposit of £150 cash 1937 Austin 7 saloon, reconditioned throughout; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C5059

1937 Austin 7hp drop head coupe, two owners only; £160.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1097

125 gns.—Austin 7, 1936 Opal 2-seater, good tyres, excellent condition terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1937 Austin 7 Ruby saloon, 41,000 miles since new; £195; 3 months' guarantee.—P.T. Inwards, Ltd., 475, Cranbrook Rd., Ilford (Barkingside). Tel. Val. 1066. [6534

NAYLOR & ROOT.—1953 (June) Austin 7 saloon, must green, 800 miles only; £625, written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A30

1953 (July) Austin A30 saloon, 100 miles.—Weybridge 600. [C4025

Austin A30 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A50.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1947 Austin 8 4-door de luxe saloon, black, with brown leather upholstery, carefully driven and maintained by one owner, taxed December; 369gns.

HIRE PURCHASE terms on the spot with no references, no formalities, or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

1947 Austin 8 4-door saloon, black, good condition; £350.—Bowman Garage, Weybridge 1265. [C1055

1947 Austin 8 4-door de luxe saloon, one owner, £375.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2055

1946 Austin 8 saloon de luxe; £359; 3 months' guarantee.—P.T. Inwards, Ltd., 475, Cranbrook Rd., Ilford (Barkingside). Tel. Val. 1066. [6535

1947 (Sept.) Austin 8 de luxe saloon, excellent condition, heater, taxed; £395.—Vidler, 45, Crawford St., W.1. Pad. 4915. [6120

TANKARD & SMITH, Ltd., offer 1947 Austin 8 saloon, blue with brown leather, exceptional condition throughout; £395; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

295 gns.—Austin 8, late 1939 de luxe 4-door saloon, black, sliding head, brown leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin Eight Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297 Euston Rd., N.W.1. Euston 1212. [0952/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN TEN

DICKS.

1940 Austin 10 saloon, same as post-war, a bargain; £295.

DICKS CAR SALES, Ltd., 585-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

H. A. SAUNDERS, Ltd., offer:

1947 Austin 10 saloon, black with brown upholstery, recorded mileage, 21,000; £465.

836-842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

MONTROE MOTORS offer:—

1935 Austin 10 Cabriolet, black, £155; 1935 Austin 10 saloon, black, £155; 1939 Austin 10 saloon, black; £285.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [6360

1937 Austin 10 Cambridge saloon, grey, with grey leather; £260.—Below.

1938 Austin 10 Cambridge saloon, black, with brown leather; £260.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2050

1935 (Sept.) open 2-str., really exceptional condition; £195.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1937 Austin 10, special engine, taxed year, splendid condition; £265.—Bacon, 97, High St., Old Woking. [6253

1947 sun saloon, new engine, 2,000 miles, just recellulosed, interior perfect, 5 practically new tyres, chrome as new; £390 for early sale.—Box 8622. [6136

£250.—1946 (December) Austin 10 gown van in excellent condition; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

AUSTIN TEN

1946 Austin 10 4-door saloon, black, brown leather, low mileage, carefully used, guaranteed; £425.—Kings Motors, 1, High St., Hounslow. Tel. 5532. [C2049

AUSTIN 10 1947 saloon, been completely overhauled, any trial; £415; terms, exchanges.—Draysey Motors, 529, Coventry Rd., Birmingham, 10. Tel. Victoria 0460. [6203

£195.—1937 (June) Austin 10 Cambridge de luxe saloon, excellent runner, highly recommended; £70 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

165 gns.—Austin 10, 1937 Cambridge saloon, black, brown leather; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROYS offer for £65 deposit or £195 cash 1939 Austin 10 saloon; good; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C5059

Austin Ten Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212 [0953/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CASH waiting for good Austin saloon.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 4579. [W4034

REALLY good second-hand Austin 10 required.—Cobb, 50, Harley House, N.W.1. [W1099

GOOD Austin 10 saloon urgently wanted.—Walter Scott, Ltd., 59, College Crescent, N.W.3. Prt. 5914. [W4009

AUSTIN A40

CAR MART, Ltd.

LONDON Distributors.

1952 Austin A40 Somerset saloon, heater, 9,000 miles; £725.

1950 51 Austin A40 Devon saloon, radio, heater, 15,000 miles; £615.

1948/49 Austin A40 Devon saloon, radio, heater, guaranteed; £515.

1953 Austin A40 sports convertible, heater, 4,000 miles; £775.

1952 Austin A40 sports convertible, radio, heater, 19,000 miles; £685.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

ACRES offer:—

1952 Austin A40 saloon, pastel green and brown leather, heater and radio, as brand new; £650.

1952 Austin A40 saloon, beige and brown leather, heater and radio, many extras, as brand new; £665.

1950 Austin A40 saloon, beige and brown leather, heater and radio, immaculate; £575.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

ELITE MOTORS offer:—

1949 Austin A40 Devon saloon, grey, beige leather, splendid condition, mechanically faultless, really clean coachwork and interior, taxed year; £545.

1952 series Austin A40 Devon saloon, green, brown, the whole car as new, speedo reading 10,000 miles, steering column change, spot lamp, wing mirrors; £675.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

MANN EGERTON & Co., Ltd., offer:—

1953 Austin A40, light blue, sun roof, heater, screen washers, etc., under 10,000 miles, one owner; £775.

14 Berkeley St., London, W.1. Tel. Hyde Park 2075. [C2006

GUY SALMON AUTOMOBILES offer:—

1950 Austin A40 Countryman, 17,000 miles, from new, spare tyre unused, excellent example; £595.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1949 A40 Devon, heater, sliding roof, one owner; £510.—Hartley, Wintney 102. [5746

200 miles, 1953 Austin A40 coupe, blue.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C5040

1952 Austin Somerset, green with brown leather, heater, low mileage, in faultless condition; £735.—Egham 3131. [C2056A

1953 A40 Countryman, 5,000 miles, as new; seen London or near; best offer over £725.—Box 8583. [6092

1952 (Oct.) Austin Somerset saloon, sunshine roof, —E.F.S. Motors, Kingston By-Pass, Esher. Tel. Emberbrook 3000. [C2004

1949 A40 S/R saloon, radio, heater; £525.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1949 A40 Countryman, reconditioned engine just fitted, excellent order throughout, three months' guarantee; £495.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1952 Austin A40 Somerset saloon, heater, recorded mileage 6,255, spare unused; £725.—Sharwood Motors, Ltd., Ealing 1475. [6327

1953 A40 Austin convertible coupe, 300 miles, many extras.—Moores, Jaguar House, Western Rd., Hove 38678. [6410

1952 (Nov.) Austin A40 saloon, black, sl/hd, heater, 1,700 miles; £745.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 5051. [C5043

GUY ALFREDS & Co., Ltd.—1953 Austin A40 drop head foursome, 500 miles, heater, licensed, factory condition.—6-7, Warren St., W.1. Euston 3268. [C1005

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

1951 Austin A40, excellent condition; £615.—Bearsmore, 26, Queensway, W.2. Bayswater 0136 [C1015

1951 Austin A40 Countryman, one owner, exceptional condition; £565.—E. J. L. Mendel, Ltd., 85, Great Portland St., W.1. Langham 2261-2. [C3067

1949 A40 de luxe saloon, excellent condition throughout; £510.—Jacquier, Ltd., 225-7 Hammersmith Rd., W.6 Riverside 6677-8. [C2045

NAYLOR & ROOT.—1952 Austin A40 saloon, smoke grey, brown hide, heater, 10,000, any trial; £665, written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1950 Austin A40 Devon saloon, heater, excellent condition and appearance; £565.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

£525.—1949 Austin A40 de luxe saloon, immaculate car.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

1952 model Austin A40 sports, blue, radio, heater, left-hand drive, 18,000 miles, perfect condition; £600 or nearest offer.—Enquiries Gardner, 4, Grosvenor St., W.1. [6586

1952 Austin A40 saloon, steering column gear change, low mileage, carefully maintained one owner, fitted heater; £655.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

1951 saloon, black, suede leather, immaculate condition, genuine mileage under 13,000; £625 or h.p. or exchange van or estate car.—Quinton & Thompson, Ltd., Lancaster Rd., Uxbridge 1146, Middx. [6079

525 gns.—Austin A40 1950 Devon saloon, grey, blue leather, radio, heater, one owner, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

625 gns.—Austin A40 (September) 1951 G83, Devon saloon, grey, brown leather, steering column gear change, heater, one owner, 10,500 miles, original spare unused, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin A40 Cars Wanted

THE CAR MART, Ltd., AUSTIN cars REQUIRED immediately. MAKE your enquiries to AUSTIN House, 297, Euston ROAD, London, N.W.1. TELEPHONE: Euston 1212. [0957/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CHARLES RICKARDS, Ltd., urgently require

1949—1953 cars.

56 Bayswater Rd., W.2. (Next door to Lancaster Gate Tube.) Pad. 1820. [W3050

C. A. PETO, Ltd., 42, North Audley St., W.1 wish to purchase immediately late model Austin A40.—May. 3051. [W3043

£700 cash waiting for best A40 or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

AUSTIN TWELVE

1939 Austin 12 saloon; £325.—Colliver-Fisher, Ltd., Northwood, Middx. (Tel. 777.) [5976

£325!!! 1939 Austin 12/4 saloon de luxe, just completed £100 overhaul, engine not yet run in; 3 months' guarantee hire purchase; exchanges. LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6231. (East Finchley Underground.) [C2052

1938 Austin 12 saloon, nice order throughout; £255; 3 months' guarantee; terms and exchanges. JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1935 Ex-taxi, very good condition, tyres excellent; £90, or offer.—Tregarthen, 169, Old Brompton Rd., S.W.5. [6221

Austin Twelve Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN SIXTEEN

RUSSELL MOTORS offer:—

DEC. (1947) Austin 16 saloon de luxe, 38,000 miles, black with brown leather, fitted heater. ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

HEARSE 16hp. Deck, brand new, fullest equipment, immediate delivery. £1455. Seen:—

OUR Only Address, Station Approach, Kew Gardens, Richmond.—Alpe & Saunders (Coachbuilders) Ltd. Richmond 1161. [6278

AUSTIN SIXTEEN

1949 Austin 16 saloon, meticulously maintained, green, heater.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

HIRE car limousine, partition, 7 seats, black, leather, radio, taxed; £775; terms.—Rogers Garage, Wellesley Avenue, Hammersmith, W.6. Riv. 2644. [C3054

1948 Austin 16, black, brown leather, one careful owner; £550.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. [C3014

1947 Austin 16 saloon, black/brown leather, excellent throughout; £465.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1195. [C1016

HEARSE Latest Deluxe streamline 6-Bearer also 4-Bearer/Deck Coachwork, lavishly equipped, low cost, bargain value. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/1

1948 Austin 16, black, heater, 37,000 miles, carefully maintained, immaculate, taxed Dec.; £475.—Paragon Works, Canning Town, E.16. Tel. Alb. 3232. [6403

1948 Austin 16 saloon, black, brown leather, heater, loose cover, low mileage, perfect throughout; £495; terms and exchanges.—Bradstock Motors, Ltd., Chase Rd., Epsom. Tel. Epsom 633. [6374

£445!!!—Dec. (1946) Austin 16hp saloon, quite a super de luxe model with heater, radio, seat covers and screenspray, immaculate leather upholstery, folding armrests front and rear, reconditioned engine fitted this year, since when approximately 4,000 miles have been travelled, also tyres in excellent condition. Also a 1948 model with all extras.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

HIRECAR, 1951, Limousine, privately owned, leather, excellent condition, black. £795. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Austin Sixteen Cars Wanted

THE CAR MART, Ltd., AUSTIN cars REQUIRED immediately. MAKE your enquiries to AUSTIN House, 297, Euston ROAD, London, N.W.1. TELEPHONE: Euston 1212. [0955/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HIRECAR LIMOUSINES required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN A70 & A90

E.M.A., Ltd.

1951 Austin A90 Atlantic Hard Top sports saloon, finished metallic grey with grey leather upholstery, fitted heater, radio, screen washer, etc., one owner only; this car has been maintained, serviced and is an obviously well-cared-for machine in spotless condition, excellent tyres, brakes, battery; £715.

E.M.A., Ltd., Rootes Group Distributors, Ramshill Garage, Petersfield. Tel. Petersfield 186. [6126

CAR MART, Ltd. LONDON Distributors.

1953 Austin A90 Atlantic saloon, heater, 2,000 miles; £925.

1953 Austin A90 Atlantic saloon, new, shop-soiled, radio, heater, £965.

1950 Austin A90 Atlantic convertible, radio, heater, 18,000 miles; £675.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039/1

ACRES offer:—

1951 Austin A90 saloon, black with red leather, heater, as new; £675.

1950 Austin A90 convertible, sky blue, leather upholstery to match, heater and radio, immaculate; £675.

1950 Austin A70 saloon, beige with brown leather, heater and radio; £595.

1949 Austin A70 saloon, beige with brown leather, heater and radio; £525.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd. LONDON Distributors.

1951 Austin A70 Hereford saloon, radio, heater, 13,000 miles; £725.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

SCOTT CARS offer:—

1951 Austin A90 saloon, radio, heater, perfect; £695.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

COACHCRAFT offer:—

£625! 1951 (August) A90 hard top, one owner, 18,000 miles only, exceptionally clean inside and out, 3 months' written guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

AUSTIN A70 & A90

SAUL & SLATTER offer:—

1950 Austin A90 electric convertible coupe, in ivory, immaculate condition throughout; £625.

44/46 Aldermans Hill, N.13. Tel. Palmers Green 3631-2-3. [C4002

B. J. HUNTER, Ltd., offer:—

1950 Austin A90 coupe, all extras, radio, heater, etc.; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

WANSTEAD MOTORS, Ltd., offer:—

1950 A70, black with grey leather, radio and heater, 27,000 miles; £585.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11, Wanstead 1000. [C4042

MAYFAIR COUNTRY CARS offer:—

1951 (June) Atlantic saloon, outstanding condition, radio, heater, taxed December; £725.—7, George Yard, Grosvenor Square, W.1. Mayfair 0151. [C3008

HENDON CENTRAL GARAGE, Ltd., offer:—

AUSTIN A90, 1951, saloon, taxed year, 16,000 miles, one owner, perfect throughout; £725.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

1953 (June) Austin A90 saloon, works mileage, black/beige, radio, heater; £995. Also

1951 Austin A90 saloon, 15,000 miles, one owner, heater, spare unused; £765.

RIPCO, Ltd. (Austins Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1953 one week old Austin A70 Hereford saloon.—Weybridge 600. [C4023

1950 A70 Hamp., heater, good condition; £625 o.n.o.; no dealers.—Man. Hse. 7791. [6072

1952 A70 f.h. saloon, genuine 2,800 miles, as new; £825.—Hillingdon Motors, Tel. Uxbridge 412. [C2062

1952 Austin A70, 11,000 miles black, brown leather, immaculate; £845.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. [C3014

1800 miles.—1953 A90 saloon, just as new; £850.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [C1028

AUSTIN A70 Hereford 1952 series, black, 3,000 miles guaranteed; £785.—A. E. Palmer Motors, Ltd., Luton 4212. [6344

£745.—1951 Austin A70 Hereford saloon, blue/blue upholstery, recorded mileage 12,000, with heater.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1951 (Oct.) Austin A70 Hereford saloon, fawn, brown leather upholstery, heater, one owner, 14,000 miles; £725.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

NEW A70 Hereford saloon, black, immediate delivery.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [6295

1951 Austin Hereford, green with brown leather, one owner, radio and heater, as new throughout; £755.—Egham 3131. [C2056A

1951 (April) Austin A90 saloon, radio, heater, one owner, 9,000 miles; £750.—Harry Martin, 25, Devonshire Place Mews, W.1. [6266

1951 Austin A90 Atlantic saloon, one owner, 21,000 miles only, radio and heater, superb condition; 3 months' guarantee; £695.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1950 A70 Hampshire saloon, black, radio, heater, excellent condition; £675.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1952 Austin A70 drop head coupe, grey, fitted heater, immaculate; £840.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

8000 miles.—1950 A70 Hampshire saloon, sun roof, radio, heater, exceptional condition; £695.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 8586. [C1027

1952 series Austin Hereford saloon, genuine 5,000 miles only, one private owner, finished black, brown leather, tailored loose covers, spot lamp, taxed December.

MOTOURISTS (LONDON), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

AUSTIN A70 Hereford 1951 (July), one owner, immaculate car; bargain, £645; terms.—Draysey Motors, 529, Coventry Rd., Birmingham, 10. Tel. Victoria 0460. [6201

1950 Austin A70, one owner, 13,000 miles genuine, loose covers, heater, mats, any examination; £645.—Moons Motors, Ltd., Dorset House, N.W.1. Welbeck 7988. [6368

1951 (March) Austin A90 Atlantic sports saloon, one owner, 20,000 miles, radio and heater, black with beige interior, taxed to Dec. 31; £695.—Lovell's Garage, Ltd., Westgate, Peterborough. Tel. 2001. [6000

ROSE & YOUNG, Ltd., offer 1952 Austin A90 Atlantic saloon, 8,000 miles, fitted radio, immaculate condition, black; £795.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1951-2 Austin Hereford saloon, fawn with brown hide interior, radio and heater, one careful owner, beautiful specimen; £725, consider part-exchange.—Southwinds, Smugglers Walk, W. Worthing, Goring-by-Sea 42131. [C4027

ATLANTIC coupe, 1950, electrically operated hood and windows, built-in radio and heater, only 23,500 miles and whole car in immaculate condition, appointment only; £625.—"Little Coppice," Aylloffe Walk, Hornchurch, Essex. Tel. 2857. [C3005

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A90

JACK ROSE, Ltd., 1951 A90 Atlantic saloon, one owner, 24,000 miles, very clean; £650.—Stafford Rd., Wallington, Surrey. Wallington 0677/8. [C3056

1953 model Austin A70 Hereford saloon, sliding roof, radio, heater, 7,800 miles only, finished fawn with brown leather, an absolutely immaculate one owner car, appearance literally indistinguishable new; thoroughly recommended; written guarantee; £825; tergus, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

Austin A70 and A90 Cars Wanted

THE CAR MART, Ltd.,
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212
[0353/R

AUSTIN wanted in good condition for cash.—Valentine 2098 or 4674. [W2018

£750 cash waiting for best A70 or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHTEEN

£275.—Austin 18 7-passenger York saloon, July, 1937.
ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

CASS'S MOTOR MART.—1938 Austin 18 7-passenger saloon, black, immaculate; written guarantee.—5, Warren St., W.1. Euston 3523. [C1040

1937 Austin 18 limousine 7-seater with division, just rebored, new rear shock absorbers, in faultless condition throughout, taxed to end of year; £290.—H. Nutt & Son, Station Rd. Garage, East Grinstead, Sussex. [6054

7-PASSENGER Windsor black saloon, brown leather, privately owned, 41,000, reasonable cost. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Austin Eighteen Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

7-PASSENGER privately owned 1938/39 Limousines, also Saloons, urgently required, cash waiting. A. & S., 2, Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN TWENTY-EIGHT

1939 Austin Ranelagh 7-passenger double-enclosed limousine, perfect condition; £495.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

AUSTIN A125 & A135

CAR MART, Ltd.
LONDON Distributors.

1952 Austin A125 Sheerline saloon, 6,000 miles; £1,225.

1951 Austin A125 Sheerline saloon, 600 miles; £1,195.

1950 Austin A125 Sheerline saloon, guaranteed; £795.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

CAR MART, Ltd.
LONDON Distributors.

1951/52 Austin A135 Princess touring limousine, 12,000 miles; £1,395.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039/1

ACRES offer:—

1950 Austin Sheerline saloon, black and brown leather, heater and radio, practically unmarked; £950.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

NEWNHAMS, Ltd.

AUSTIN Sheerline saloon, grey, registered March, 1953, mileage 2,750, several extras.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

B. J. HUNTER Ltd., offer:—

1949 Austin Sheerline saloon, maintained regardless of cost, definitely unmarked; £750.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

TOM GARNER, Ltd., offer:—

1953 Austin A125 Sheerline saloon, black with fawn leather, 350 miles only; £1,650.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

AUSTIN A125 & A135

H. A. SAUNDERS, Ltd., offer:

1951 Austin Sheerline saloon, black with beige upholstery, radio and heater, recorded mileage 9,600; £1,045.

836-842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

GLANFIELD LAWRENCE offer:—

1949 Austin Sheerline saloon, black, one owner, 21,000 recorded miles, looks 10,000, radio, heater, interior in natural hide, completely unmarked, whole car in magnificent condition throughout; £750.—407, High Rd., N.12. Finchley 0091. [C2053

1950 (Sept.) Sheerline, grey, radio, heater, taxed, immaculate condition; sacrifice £795.—115, Woodcock Hill, Kenton. Wordsworth 6506. [6226

1951 Austin Princess, in magnificent condition throughout, black, one owner; £1,175.—Harry Martin, 23, Devonshire Place Mews, W.1. [6265

1949 Austin Princess saloon, black, really immaculate throughout; £945.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

1953 Austin Sheerline saloon, radio, heater, 275 miles only; special low price, much below list.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C2028

1949 Austin Sheerline saloon, 29,000 miles, black, beige leather upholstery, radio and heater, in very good general condition; £725.—Imperial Motor Mart, Royal Crescent, Cheltenham. Tel. 2065. [6089

SHEERLINE, Sept., 1950, one owner, in new condition, silver grey with grey leather upholstery, total mileage 19,690; fitted latest type radio and heater, new tyres, taxed year; £825; exchange or near offer considered.—Tel. Birmingham South 3018. [6375

ARCHIE SIMONS & Co., Ltd., 1950 Austin Sheerline colour black, beige hide upholstery, fitted heater and radio and attractive loose covers, in immaculate condition throughout; £845.—94, Gt. Portland St., W.1. Lan. 1343. [C4015

£995!!!—Sheerline saloon, first registered and delivered Feb., 1951, and owned since new by one fussy elderly owner, black with fawn leather interior, radio and heater, genuine low mileage specimen, exceptionally well maintained.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

895 gns.—Austin Sheerline, 1951 series saloon, black, sliding head, fawn leather, radio, one owner, small mileage, unworn tyres, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£975!!!—1951 series Austin Sheerline de luxe saloon, fitted radio, heater, etc., speedometer reads 8,000 miles but whole vehicle so new looking one might think it was brand new, cost nearly £2,000 barely two years ago; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

LIMOUSINE Sheerline, 1951-52, partition, forward occasionals, heater, radio, small mileage, reasonable cost. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Austin A125 and A135 Cars Wanted

THE CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212.
[0352/R

LIMOUSINE 7-passenger Sheerline required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN MISCELLANEOUS

AUSTINS, Austins, Austins.

A VARIETY of 1938-1951 cars always available; h.p. terms; immediate delivery.

ALL makes of cars required by

ALLWEATHER MOTOR Co., High St., Edgware 3610. [4592

AUSTIN 7-seater, 1936 model, good condition; £200; spare engine, other spares.—Box 8417. [5708

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

SLOCOMBES, Ltd., Willesden 4869.

WE wish to purchase clean and genuine Austin cars.—38-52, Dudden Hill Lane, N.W.10. [W4017

AUSTIN wanted in good condition for cash.—Valentine 2098 and 4674. [W2018

AUSTINS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0822/R

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0596/R

HATTONS will buy all post-war Austin models; distance no object.—Lord St., Southport. Tel. 2266. [0788/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 235. [0541/R

Austin Spares and Service

FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., Main Parts Stockists, 29, High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0232

THE CAR MART, Ltd.,

LONDON distributors: spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6717); and 382, Streatham High Rd., S.W.16 (Streatham 7751). [0160/R

C. G. NORMAN and Co.

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0505/R

AUSTIN 7 spares, any year, any part; largest stockists in U.K.; exchange units.—Try Northwood's first.—45-47, Newington Causeway, S.E.1. Hop. 2852/2820. [0729/R

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0448/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274-5. [0399/R

FARNHAM, Surrey.—All Austin spares from 1932 onwards; engines a speciality.—For the finest service available contact Swain & Jones, Ltd., Main Parts Stockists, Farnham 6201. [0968/R

PRYNN & STEVENS, Ltd., the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

BENTLEY (3½, 4¼-litre and New 4½-litre)

HROHL

H. R. OWEN, Ltd

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1952 Bentley 4.6 standard steel saloon, black and silver grey with grey hide, 24,000 miles; £3,650.

1950 Bentley Mark VI standard steel saloon, black and beige with beige hide, 20,000 miles; £2,950.

1949 Bentley Mark VI standard steel saloon, 2-tone grey with maroon hide, 48,000 miles; £2,595.

1948 Bentley Mark VI standard steel saloon, black with beige hide, recent overhaul; £2,250.

1949 Bentley Mark VI Park Ward d.h.c., power op., black with light brown hide, 11,000 miles; £3,650.

1948 Bentley Mark VI Freestone & Webb sports saloon, black with brown hide, 40,000 miles; £2,950.

1937 Bentley 4¼ Vanden Plas d.h.c., black with beige hide, 52,000 miles, exceptional; £1,550.

WE are interested in the purchase of Rolls-Royce cars, and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,
17, Berkeley St., London. Tel. Mayfair 9060. [C3032

RIPPON.
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RIPPON BROS., Ltd.

THE leading Northern Bentley specialists.

HAVE a very fine selection of post-war Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0906/R

ACRES offer:—

1951 Rolls-Bentley S.S. Mark VI saloon, black with brown leather, heater and radio indistinguishable brand new; £2,850.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

PADDON BROS., offer:—

1938 delivery 4¼-litre Bentley (L.S. series) Vanden Plas pillarless sports saloon, black, beige leather, heater, taxed.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C3033

McKINNON MOTORS, Ltd., offer:—

1950 (September) Bentley Mark VI standard steel saloon, black, pale blue leather, radio, taxed December, genuine 17,000 miles only; superb specimen; £3,100.

McKINNON MOTORS, Ltd., "Langham House," 5, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

GUY SALMON AUTOMOBILES offer:—

1950 (September) Bentley Mark VI standard steel saloon, black, blue leather, 16,000 miles, an absolutely superb specimen; £3,100.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

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JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST Official Retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE—1948 Standard steel saloon, painted grey with grey leather upholstery, mileage 65,000; price £2,275.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel May 7444. [C1062

JACK OLDING, of Mayfair.

OFFICIAL Bentley and Rolls-Royce retailers offer early delivery of new cars with standard and special coachwork; also the following selection of used Bentleys:—

1952 ((July) 4½-litre large bore standard saloon, velvet green, one owner, 15,500 miles; £3,750.

1951 (June) 4½-litre standard saloon, black, one owner, 28,000 miles; £3,250.

1951 (April) 4¼-litre standard saloon, black, with brown leather, 17,000 miles, one owner; £3,350.

1950 2-door saloon by Park Ward, 25,000 miles.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030

METCALFE & MUNDY, Ltd.

ROLLS-BENTLEY 5¼-litre (July, 1935), very attractive 4-door saloon by Charlesworth, recellulosed in black and French grey, all chromium plate renovated, disc wheels, a very elegant car with a good history; £795.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

SWANMORE GARAGE offer:—

4½-litre Bentley Mk. VI saloon (Oct., 1951), 12,000 miles, dual tone silver.

1951 Bentley Mk. VI 4¼ saloon, 20,000 miles, black, beautifully maintained.

1948 Bentley Mk. VI 4¼ saloon, dual tone silver, looks like 1952 car.

1948 Bentley Mk. VI 4¼ saloon by James Young.

1946 Bentley Mk. VI 4¼ saloon by H. J. Mulliner.

1936 Bentley 3½-litre saloon by Wm. Arnold.

1935 Bentley 3½-litre saloon by Park Ward, complete history; exchanges of terms = pleasure.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

ROSE & YOUNG, Ltd., offer:—

1948 Bentley Mark VI standard steel saloon, 36,000 miles only, radio, immaculate; £2,395.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

KNIGHTSBRIDGE MOTORS, Ltd.

1936 (June delivery) 3½-litre Bentley, fitted with 2-door sunshine roof sports saloon by Mayfair, grey and maroon, excellent history and condition, £275 has been recently spent on the chassis, and the car is particularly attractive and well proportioned; £895.

3, Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086. [C2063

MANN EGERTON & Co., Ltd., offer:—

1951 Bentley Mk. VI steel saloon, finished special colour scheme of grey and dark green with grey leather upholstery, indistinguishable from new and in first-class order throughout, mileage 29,000; £3,250.

14 Berkeley St., London, W.1. Telephone Hyde Park 2073. [C3006

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1936 Bentley 4¼-litre foursome drop head coupe by Park Ward, black, brown leather, £600 overhaul by makers 1950; £995.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

3½-litre Bentley Park Ward drop head coupe in really first-class order.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4604. [C3017

MAIDSTONE ENGINEERING Co., offers the following specimen:—

1935-6 Bentley 3½-litre Park Ward Sportsmans saloon, finished in unblemished black with blue leather interior, all excellent tyres, just fitted new battery in really excellent condition throughout; £725.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

4½-litre Bentley Mk. VI, tudor grey with blue leather, under 14,000 miles, chauffeur only driver; £3,500.

READING AUTOMOBILES (WEYBRIDGE), Ltd., 13-15, Caversham Rd., Reading. [6069

BARTLETT.—Bentley 1934 Park Ward saloon, excellent condition; £495.—27a, Pembridge Villas, W.11. [C1015

BENTLEY 1935 3½, Thrupp & Maberly, one owner, superb condition; £700.—Allen's Autos, Tel. Cheltenham 3778. [6380

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley repairers and retailers, offer the following selection of guaranteed cars:—

1952 Bentley Mark VI big bore standard steel saloon, black, 11,000 miles only, this car was supplied new by us, has been chauffeur maintained and is in superb order in every respect; £3,750.

1949 Bentley Mark VI fitted magnificent 4-door saloon by H. J. Mulliner, black, with grey hide, beautiful car with excellent history; £2,850.

1947 Bentley Mark VI standard steel saloon, black, one owner, fully serviced and guaranteed; £2,185.

OFFICIAL Retailers & Repairers, 18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

BENTLEY (3½, 4¼-litre and New 4½-litre)

1951 Bentley steel saloon, 17,000 miles, grey, immaculate condition; £3,250.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1937 Bentley Park Ward saloon, black and cream, excellent condition, maintained by Bentley distributors; nearest offer £1,000.—Write Box 8522. [6041

1937 Bentley 4¼-litre Park Ward razor edged saloon, black; £1,075.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [C1076

1952 Bentley steel saloon, 12,000 miles, immaculate condition; exchanges entertained.—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [C2064

1934 (Oct.) Bentley 3½-litre saloon, immaculate paintwork, complete engine overhaul 6 weeks ago; £695.—Noel Bell, Putney Vale (next to K.L.G.), Putney 7851. [6300

1951 Bentley Mark VI saloon, 5,700 miles only, black with red leather upholstery; £3,450.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1948 Bentley P.S.C. saloon, with '49 body modifications, chromium moulding and spats, unusually bright car; £2,175.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

1950 (May) Bentley Mk. VI standard steel saloon, grey, radio and heater; £2,950.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 4371. Showroom: 6199. [C3037

1950 (late) H. J. Mulliner 4-door saloon, black, with beige Luxanhide, low mileage, one owner, Bentley serviced, in immaculate condition.—Birmingham Central 1444 (office hours) or Box 8665. [6264

1953 Bentley steel saloon, big bore engine, big boot, under 4,000 miles, finished silver with maroon hide interior; exchanges entertained.—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [C2064

1936 Bentley 4¼-litre sedanca coupe by H. J. Mulliner, grey with maroon leather, overhauled in 1951 to the cost of over £650, invoices and photographs available; £850.—Allens of Bristol, Berkeley Sq., Bristol 8. Tel. 22514. [6287

1936 (June) 4½ Bentley Park Ward steel sun saloon with boot; £850 spent since 1946, bills, Bentley history, very handsome car in exceptionally nice condition, photos; £875.—Gainsford, Quarry House, Looe, Cornwall. [6369

CAMDEN MOTORS for Bentleys, Park Ward sports saloon, 1935, in black with dark blue leather interior, a good example of this excellent pre-war series, modern lines and remarkably economical performance, good all-round condition; £525.

CAMDEN MOTORS for Bentleys, Vanden Plas 4-door sports saloon, 1936 series, late property of very high ranking service chief, fastidiously and expertly maintained, immaculate appearance and the whole car in superb order; £795.

CAMDEN MOTORS for Bentleys, 4¼-litre Park Ward sports saloon with overdrive, first delivered and registered 30.12.39, immaculately finished in silver and black with luxurious leather upholstery; this car was purchased direct from private family, history of overhauls is known and includes rebore, clutch and brakes relining, reconditioning of gear box, etc., since when the car has done but a nominal mileage; this magnificent Bentley, probably the finest example of its kind in the country, is offered to the discerning purchaser who is only interested in the finest money can buy—photographs will be supplied to genuine prospective purchaser; £1,495.

CAMDEN MOTORS for Bentleys, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

BENTLEY 4½-litre 4-seater, V.D.P. tourer, aluminium body, wind-up side windows, new hood, clutch, Bosch starter, maintained by Mackenzie; first regd. 1937, chassis No. RC 45, genuine 68,500; £525 or near offer.—Wingate, The Catherine Wheel, Newbury, Berks. [6402

PRIVATELY owned 1950 Bentley VI p.s.c. saloon, black with powder blue hide, complete blue mats, spotless interior and exterior, superb mechanical condition; just checked by agents and all necessary work carried out including engine mods., tyres as new, spare unused, several extras, chauffeur driven, genuine snip; £2,795; might consider small car.—A., 1023, Garrett Lane, S.W.17. Balham 3351. [6513

1951 (January) Bentley standard steel saloon in two-tone grey with wine coloured leather upholstery, mileage 25,000 only, one owner; the car is in new condition and has been regularly maintained by Bentley Motors since new, tools and accessories complete as when car left the works, tyres almost new, taxed to end of year; £3,100.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

SPORTS 4-door 3½-litre H.J.M. Saloon, leather, boot, £900 Bentley-Derby overhaul, exceptionally attractive. £645. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

BENTLEY (PRE 1931)

!! Chipstead Motors, Ltd.—See our advertisement ** under "Sports Cars." [C1046

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C5041/R

Bentley Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0958/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WANTED, crashed or damaged post-war Bentley.—Box 504. [5917

Bentley Cars Wanted

SEE "Exchange."—Lewis Motors, Gerrards Cross. [8067

BENTLEY Mark VI wanted, preferably under 30,000 miles.—Bowles, 2, Elm Park Court, Pinner. Tel. 360.

BARTLETT.—Bentley saloon 1934/36 urgently required.—27a, Pembridge Villas, W.11. [W1015

PRIVATE buyer requires Bentley, not earlier than 1952; price, colour and full partics.—Box 8651. [6195

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St., Midland 2437. [0557/R

WE will buy or part exchange your Bentley for a new one.—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4242. [W2064

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [0540/R

JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. [W3039

PERFORMANCE CARS urgently require Bentleys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

TAYLOR & CRAWLEY will buy low mileage Mark VI Bentleys and pre-war Bentleys at attractive cash prices.—48, Kensington Court, W.8. Western 6015. [W4036

WANTED for immediate purchase, 1951/2 large or small bore Bentley standard steel saloon, must be of low mileage.—Full particulars to R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. 3431-2. [W3011

H. F. EDWARDS urgently require good Bentley for immediate cash; distance no object.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592/R

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stock of spares for all types

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [81082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592/R

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most reasonable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 3362. [0490/R

MERCHISTON MOTORS, specialists for Bentley and Rolls-Royce.—Works Director, "Wilkie" Wilkinson, Merchiston Mews, Edinburgh, 10. Tel. Jubilee 2785. [0566

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5252 for collection.—18, Providence Court, W.1. [83050/R

B.M.W.

!! Chipstead Motors, Ltd.—See our advertisement ** under "Sports Cars." [1046

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0543/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models, latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0827/R

BRISTOL

FRAZER-NASH CARS offer:—

1953 401 saloon, blue, beige leather.

1948 type 400, black, beige leather, recently overhauled; £975, or if recellulosed £1,025.

A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hou. 0011.) [C2015

KEVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley St., W.1. Gros. 2563. [C2054/R

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

ROSE & YOUNG, Ltd., offer 1952 Bristol 401 saloon, 4,000 miles only, as new, radio, black; £2,150.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1951 Bristol 401, 16,000 miles, colour Bristol red, chromium wheels, whitewall tyres; £1,796.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

AUGUST (1951) Bristol 401 saloon, co.our azure blue, fitted radio and heater, close ratio gearbox, etc., genuine mileage 13,000; £1,900.—Bob Gerard Cars, Abbey Lane, Leicester. Tel. 61511/2/3/4. [6282

1950 Bristol 401 saloon, in Bristol red, radio and heater, a most beautiful car, unblemished; £1,695; consider part exchange.—"Southwinds," Smugglers Walk, W. Worthing. Goring-by-Sea 42151. [C4027

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

1951 type 401 Bristol saloon, a quite outstanding and immaculate example, finished in heather grey with fawn leather, interior quite spotless and unmarked, 85C engine, close ratio gear box, screen washers, superb performance, this car must be seen to be appreciated; offered with written guarantee at £1,775; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005

Bristol Cars Wanted

B. J. HUNTER, Ltd.,

FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040

BARTLETT.—Bristol 400 saloon urgently required.—27a, Pembridge Villas, W.11. [W1015

PRIVATE buyer requires 1951 Bristol 401; £1,500 offered; give full particulars.—Box 8656. [6235

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476/R

H. F. EDWARDS urgently require good Bristol for immediate cash; distance no object.—Details, please, to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400 [W2001

Brough Superior Cars Wanted

WANTED, Brough Superior saloon 21.9hp 1938-9.—Hadley Motors (St. Annes), Ltd., Hove Rd., St. Annes on Sea. Tel. 473. [6135

B.S.A.

£195.—1939 Series 6 B.S.A. Scout sports 2-seater, excellent runner, smart appearance; £80 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3, Ham. 6041 [W4018/R

B.S.A. Spares and Service

GEAR parts, reconditioned guaranteed gear boxes, shock absorbers, repairs.—10, Winchester Mews, N.W.3. Prim. 2647. [0785

BASIL ROY, Ltd.—B.S.A. (Scout model) spares; comprehensive stock; wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R

BUGATTI

BARTLETT.—Bugatti 130mph 57sc Continental coupe, performance and appearance still unsurpassed.—27a, Pembridge Villas, W.11. Bayswater 0525. [C1015

1950 (first registered) Bugatti 3.3-litre unsupercharged sports 2-seater, type 57.S., this is the famous car built by A. C. Whincop and is in perfect condition throughout; full details and history on application; offers invited.
BOSHIER & Pattenden, Ltd., Chapelfield Road Garages, Norwich. Tel. 24184/5/6. [6276

Bugatti Spares and Service

J. LEMON BURTON, Bugatti Service, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071/R

BUICK

CHARLES FOLLETT, Ltd., offer:—

1951 Buick super 4-door saloon, right-hand drive, black and silver, loose covers, radio, heater, etc., 10,800 miles, really magnificent condition.
18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

1937 Buick Century, good condition, radio, heater; £250.—Chipperfield, Thornton Heath 1684. [6188

£225.—1938 Buick 30hp 4-door de luxe saloon, bargain; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1939 Buick 31hp Super 8, not used war period, excellent condition; £360.—Wren, 26, Southwood Ave., Highgate. Mount 3774. [6395

1937 Buick limousine renovated 7-passenger; any reasonable offer or part exchange accepted.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

1949 Buick Super Jet Back Sedanett, 24,000 miles only, one owner, radio, heater; £1,175.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

BUICK 1947, l.h.d., a miracle ride, heater, radio, modern tailored loose covers; £845; terms, exchanges.—Norman Autos, 354, London Rd., W. Croydon. Tel. Tho. 4657. [5979

1947 Buick Roadmaster saloon, colour Nile blue, fitted radio and heater, magnificent car, very clean, chrome and cellulose as new; £795.—Star Motors, Albion St., Wallasey, Cheshire. Tel. Wallasey 1365 (3 lines). [6259

CAMDEN MOTORS.—Buick, we offer what is probably the finest low mileage post-war Buick in the country, 1949 model Super Eight 6-seater saloon, most immaculately finished in deep maroon and embodying every possible luxurious extra; since October 1951 this car has done less than 1,000 miles and the exact total mileage since delivery is correspondingly small, the whole mechanical condition is almost impossible to fault, and the car has only to be seen to be admired and coveted by any motorist who is American car minded; no photographs can do proper justice but they will be supplied to any genuine prospective purchaser.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m.; write for catalogue. [C1035

Buick Cars Wanted

7-SEATER private 1937/38 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Buick Cars Wanted

JOE THOMPSON.

JOE THOMPSON (MOTORS), Ltd., buyers of Buick.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

WANTED, Buick 1937 50.6hp Regal coupe, quote maker's numbers, date of first registration and lowest figure.—Box 8500. [5889

SIMPSONS MOTORS (WEMBLEY), Ltd., the Buick buyers, also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

METCALFE & MUNDY, Ltd., will buy your Buick car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

ACRES offer:—

1949 Cadillac Model 62, bottle green and stainless steel, heater and radio, scarcely used, as brand new; £1,975.
ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

GUY SALMON AUTOMOBILES offer:—

1953 (first reg. Jan.) Cadillac model 62 golden anniversary 4-door saloon, black, grey cloth interior, fitted radio, genuine mileage 2,500; £4,950; an opportunity to acquire an as new example of one of these superb cars.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

Cadillac Cars Wanted

JOE THOMPSON.

JOE THOMPSON (MOTORS), Ltd., buyers of Cadillac, 97, Fulham Rd., S.W.3. Kensington 4858. [W4028

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/3903. [W4015/R

METCALFE & MUNDY, Ltd., will buy your Cadillac car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

1950 Chevrolet Styleline 4-dr. de luxe saloon, l.h.d., 5,000 miles.
CHOICE of other Chevrolets usually in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027

RHD Chevrolet 4-door saloon, 2,000 miles only.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1946 Chevrolet right-hand drive 4-door Sedan, low mileage, very well kept; £595.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

Chevrolet Cars Wanted

JOE THOMPSON.

JOE THOMPSON (MOTORS), Ltd., buyers of Chevrolet.—97, Fulham Rd., S.W.3. Ken. 4858. [W4028

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

METCALFE & MUNDY, Ltd., will buy your Chevrolet car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [W1027/R

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027/R

CHRYSLER

£215 bargain!!!—1939 Chrysler Kew 24hp saloon, steering gear change.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

RHD 1952 Chrysler de luxe fluidmatic drive 4-door saloon, colour blue, 7,000 miles, guaranteed.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

£375!!! Scarce and very desirable Chrysler Wimbledon right-hand drive drop head foursome coupe, 1939, with beautiful Carlton body styling, equipped with overdrive, steering column gear change, modern radiator treatment, superbly fast with amazingly economical performance, chiefly due to the overdrive gear.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [0495/R

CHRYSLER Specialists, comprehensive spares, engines and exchange units for all models.
CHURCH ROAD ENG. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh, Essex, 57271. [9684

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0561/R

CITROEN

CAR MART, Ltd.

1950 Citroen Light 15 saloon, guaranteed; £595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [C1039

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Road, S.W.1. Vic. 2211. [0756/R

H. W. MOTORS, Ltd., offer:

1952 Citroen Light 15 de luxe, finished metallic grey with red leather upholstery, genuine 12,000 miles; £775.

1949 model Citroen Light 15, finished black, beige upholstery, fitted radio, special steering wheel and wing extensions; £565.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

H. A. SAUNDERS, Ltd., offer:—

1948 Citroen Light 15 saloon, black with brown upholstery, recorded mileage 12,590; £535.
836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

CHARLES FOLLETT, Ltd., offer:—

1951 Citroen Light 15 sal., green, beige leather, one owner, fitted many extras including 2 carburettors, loose covers, screenwash, oil and water temp-gauges, outstanding condition, very carefully maintained; £775.
18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

GUY SALMON AUTOMOBILES, offer:

1952 (August) Citroen 15, 14,000 miles, sun roof, as new; £775.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

JOHN S. TRUSCOTT, Ltd., for Citroen.

ONLY first-class examples are offered.

OUR stock is constantly changing and usually includes several Light 15 and 6-cyl. models; officially appointed Citroen Agents; new Light and Big Fifteens from stock; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1951 Citroen, black with red leather, 24,000 miles; £725.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9 [C1057

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [4754

£395.—1947 Light 15 saloon, extensively reconditioned, excellent tyres.—Liverpool, Huyton 96. [6215

CITROEN March, 1951, black and red, 10,000 miles; £675.—A. E. Palmer Motors, Ltd., Luton 4212. [6346

1951 (June) Light 15, red, red leather, one owner, taxed year, superb order.—Tel. Keybridge 2889. [6138

6000 miles only, 1951 Citroen Light 15 sun saloon, black with red leather, condition as new throughout; £795.
H. A. SAUNDERS, Ltd., 526-530, Euston Rd., N.W.1. Euston 4511. [C4040

1948 first registered (1946 model) Citroen Light 15, sunshine roof, radio, heater, spots; £495.—Larkswood 2555. [6177

CITROEN 15hp 1951; £725; exceptional condition, radio and extras.—Cattanes, 87, Belmont Ave., Cockfosters, Herts. Tel. Barnet 5215. [6140

£445!! 1947 Series Citroen, Light 15 sports saloon, leather upholstery, outstanding mechanically; 3 months' guarantee; hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

16000 miles.—Light 15, 1950, extremely smart, mechanically superb; £665.—Richards & Carr, 85, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

1949 (June) Citroen, green with beige leather, one owner since new, 32,000 miles; just had transmission overhaul; £550.—Noel Bell, Putney Vale (next to K.L.G.), Putney 7851. [6301

1949 Citroen 6cyl sports saloon, black, in superb condition; £665.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 4371. Showroom: 6199. [C3037

1950 Citroen de luxe Light 15 finished black with maroon leather interior, fitted radio, heater, taxed yearly, recently fitted reconditioned engine, a specimen example; £595, below.

1940 Citroen 12hp de luxe saloon, this car is at present in our works for complete recellulosing, fitted all new tyres and new battery, fitted heater, in superb condition; £325.
MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C5000

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

1951 Citroen Light 15 saloon, black with red leather, sliding roof, one owner, car in most attractive condition, thoroughly recommended with written guarantee; terms exchanges.—H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

HINDHEAD MOTOR WORKS offer 1952 Light 15, grey with red leather, heater, windscreen washer, taxed year, one owner, £820; 1946 Citroen Light 15, black with red upholstery, low mileage, taxed year, £465; 1940 Citroen 6-cylinder, black with red leather, taxed year, £450; new models from stock.—The Hindhead Motor Works, Ltd., for Citroen sales and service, Hindhead, Surrey. Tel. Hindhead 663. [C2061

Citroen Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 5454. [0172/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors, are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Egar 5585 (5 lines). [W1000/R

CITROEN in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

PERFORMANCE CARS urgently require Citroens.—Great West Rd., Brentford, Middlesex. Ealing 6941. [W3041

CITROEN.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—175, Westbourne Grove, W.11. Bay. 4274. [W4035

H. F. EDWARDS urgently require good Citroen for immediate cash; distance no object.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

Citroen Spares and Service

SOUTH of the Thames.

BALEE of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. 52627-8.

THE Citroen Specialists; all spares stocked, immediate exchange drive shafts, gear boxes, steering units, etc. [0061/R

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4865.—Citroen parts, reconditioned drive; trains 48-hr. service. [9096

SHRIMPTON'S MOTORS, Ltd.—London Distributors. Head office and showrooms—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727/R

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Box 2284); specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr., all spares stocked. [0585/R

CORD

DICKS.

1937 Cord drop head foursome coupe, very attractive car, gear box needs attention; bargain, £250.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

1937 Cord, universals, dyno., starter, radiator, Lincoln Zephyr engine.—19, Balfour, Southport. [6175

DAIMLER

R. F. FUGOLE, Ltd.

1952 Daimler Consort, colour black, brown interior, one owner, mileage under 10,000, in every way equal to new; £1,595.

R. F. FUGOLE Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

GUY SALMON AUTOMOBILES, offer:—

1952 Daimler Consort saloon, 12,000 miles, H.M.V. radio, excellent condition; £1,385.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre Empress by Hooper (1951), grey with grey leather, very well maintained; £2,250.

DAIMLER 2½-litre Consort (1952), green with green leather, 10,000 miles only; £1,295.

DAIMLER 2½-litre Consort (1951), black with brown leather, radio, heater; £1,150.

DAIMLER 2½-litre Barker foursome coupe (1950), black with brown leather, most attractive; £995.

DAIMLER 4½-litre 7-passenger limousine, dark blue and black with cloth to rear, in good condition; £450.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). [C4022

BROOKLANDS: Individuality, new and used cars.

1952 Daimler 2½-litre D.H. coupe, 9,000 miles.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1950 Daimler 2½-litre saloon, excellent; £945.

GORDON CARS (LONDON), Ltd., 375, Euston Rd., N.W.1. Eus. 6611. [C2023

DAIMLER

1947 Daimler 2½-litre saloon, black, one owner; £675.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1935 Daimler 15 Mulliner sports saloon, reconditioned engine; £245.—441-445, Upper Richmond Rd., East Sheen, S.W.14. Tel. Pro. 4424. [6316

1938 Light 20 black Daimler saloon, two owners, taxed year, mechanically sound; £300, h.p. terms arranged.—Tel. Buckhurst 6196. [6394

1951 model Consort, maroon, red leather, one owner, 6,000 miles only, chauffeur driven, taxed, spotless; £1,075.—Below.

1947 2½-litre sun saloon, black, heater, radio, one owner, taxed, 42,000 only £725.—Welhams, Burbiton Hill Rd., Burbiton, Edmbridge 1873. [0962/R

1950 Daimler d.h.c. by Barker, 15,000 miles; radio and heater; £1,095.—British & Colonial Motors, Ltd., 13/14, Upper St., Martin's Lane, W.C.2. Temple Bar 3588. [C1037

1951 Daimler Consort 2½-litre black saloon, radio immaculate condition, one careful owner, small mileage, no dealers. Whi. 5315 or evenings, Tho. 1554. [6295

£325.—1938 Daimler 2-litre de luxe saloon, i.f.s., post-war appearance; £10 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1938 Daimler 16.2 5-seater sal. reconditioned engine, immaculate appearance inside and out; £425.—Thomas Motors, 117, London Rd, Kingston 8415; open evenings and week-ends. [6310

1947 Daimler 2½-litre saloon, exceptional condition, throughout, £665; 3-month guarantee.—P. T. Inwards, Ltd., 473, Cranbrook Rd., Ilford (Barkingside). Tel. Val. 1066. [6355

CASE'S MOTOR MART.—1939 Daimler 2½-litre sports saloon, black, heater, 28,000 miles, one owner, superb, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

JACK ROSE, Ltd.—1937 16hp Daimler 4-door saloon, reasonably clean inside and out, any examination; £275.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

CAMDEN MOTORS.—Daimler 2½-litre saloon, 1958 model, privately owned, original cellulose now being completely respraved in our own workshops, very genuine car in above average mechanical order; £525.

CAMDEN MOTORS.—Daimler 2½-litre saloon, 1950, maroon with interior leather to tone, carefully used by one owner, moderate mileage; £895.

CAMDEN MOTORS.—Daimler 2½-litre saloon, 1948, another one-owner car, in Daimler green, original and most attractive condition, recorded mileage only 22,100, heater, seat covers; £765.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue.

£777!!! Magnificent 1948 Daimler 2½-litre de luxe saloon, bodywork literally like brand new, interior spotless, the whole car is impeccably maintained; 3 months' guarantee, hire purchase, ex changes.

LAMBE, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground.) [C2052

14000 miles 1949 Daimler de luxe saloon, one owner, coachwork and interior unmarked chauffeur driven, written guarantee; £925.—G. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2881. [C2051

GUY ALFREDS & Co., Ltd.—1947 2½-litre Daimler, fitted radio, can only be described as in Daimler condition; 1939 Daimler 24hp limousine, privately owned, 37,000 miles only, 1952 condition.—6-7, Warren St., W.1. Euston 3268. [C1005

EXCHANGE your present Daimler car for new or used models; demonstrations by appointment.—Write or 'phone Ralph Clews at the old-established Daimler Agents, Coventry Motor Mart, Ltd., Coventry 2146. [0443

365 gns.—Daimler (September) 1959 2½-litre saloon, blue, sliding head, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

LIMOUSINE, 1937 24hp, partition, widest occasionals, privately owned, carefully maintained, reasonable cost. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Daimler Cars Wanted

CASE'S MOTOR MART require carefully used Daimler.—Euston 4110 and 3523. [W1040

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R

WANTED, 39/46 Daimler four-light sports saloon, preferably one owner and immaculate; cash transaction.—Flt.-Lt. Dunnet, R.A.F., Fairlight, Tel. Hastings 2675. [6111

7-PASSENGER 1937/38/39 privately owned EL24, also 1938 32hp Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Daimler Spares and Service

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [6432

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7801. [0856/R

KINGSTON-ON-THAMES.—Daimler sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241-2. [8053/R

ALLEN'S, Victoria Rise, Clapham, S.W.4.—Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0460/R

DELAGE

BROOKLANDS: Individuality, new and used cars.

1951 series Delage D6 saloon, body by Letourneur and Marchand, mileage 9,000.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

DELAGE

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars" [C1046

1950 (November) Delage D6SL 3-litre saloon. Cotal gear box, maroon with grey upholstery, radio, heater and seat covers, a most attractive and unusual car; £945.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 6755. [C2025

Delage Spares and Service

SELBORNES, World Concessionaires; engine and body repairs; parts supplied.—82, Park St., W.1. [0660/R

Delahaye Spares and Service

SELBORNES, World Concessionaires; engine and body repairs; parts supplied.—82, Park St., W.1. [0660/R

DELLOW

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties.—33-35, East Dulwich Rd., London, S.E.22. New Cross 3704. [0610/R

D.K.W.

4 D.K.W. cars for sale: One all-metal drop head one saloon, fabric; one cabriolet, fabric; and one completely rebuilt saloon.—Below.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016/R

D.K.W. Cars Wanted

D.K.W. saloon required, good condition.—Particulars: Williams, 57, Bath St., Leek, Staffs. [6255

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066/R

DODGE

595 gns.—Dodge, 1946 (registered 1948), specially imported 26hp de luxe saloon, black, r.h. drive, steering column gear change, fluid drive, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192/R

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362/R

GEARS, parts, reconditioned guaranteed engines, gear boxes, crankshafts, shock absorbers, repairs.—10, Winchester Mews, N.W.3. Prim. 2647. [0766

FIAT

1940 500 4 seater at £299.—Below.

CLAIRMONTE BROS. always have several 500 Fiats from £200-£300, some with reconditioned engines.—Shanklin Rd., London, N.8. Mountview 5285. [0440/R

FIAT 500, 1938, fully licensed, excellent condition, red coupe; £225.—Falls, Huntsham, Tiverton, Devon. Clay Hanger 255. [6063

MAYFAIR GARAGES, Ltd.—The following is a small selection of used Fiat cars actually in stock at the time of this advertisement going to the printers; all cars in our showrooms are plainly price-ticketed.—Below.

MAYFAIR GARAGES, Ltd.—1951 500 C, ohv, r.h. drive, hard top de luxe coupe, latest type front, Fiat blue and Continental basket work loose covers, auxiliary seat, extremely smart car with outstanding road performance; 3 months' guarantee; £525.—Below.

MAYFAIR GARAGES, Ltd.—1948 (registered June, '51) 1100 C 4-door pillarless de luxe saloon, l.h. drive, recellulosed grey, very smart with outstanding road performance, 3 months' guarantee; £450.—Below.

MAYFAIR GARAGES, Ltd.—1949 500 B, ohv, r.h. drive, convertible coupe, red, excellent car with outstanding and economical road performance; 3 months' guarantee; £445.—Below.

MAYFAIR GARAGES, Ltd.—1935 500 second series de luxe 4-seater convertible saloon, recellulosed bronze, outstanding car with first-class and economical road performance; 3 months' guarantee; £365.—Below.

MAYFAIR GARAGES, Ltd.—1939 1100 508 C, genuine Italian body, Viotti drop head foursome, blue, new head, excellent car with outstanding road performance; 3 months' guarantee; £545.—Below.

MAYFAIR GARAGES, Ltd.—1939 1500 de luxe l.h. drive 4-door pillarless saloon, black with cloth upholstery; unusually well preserved car in new condition throughout; 3 months' guarantee; £295.—Below.

MAYFAIR GARAGES, Ltd.—1938 500 convertible coupe, grey, economical small car in serviceable condition throughout; £175.—Below.

MAYFAIR GARAGES, Ltd.—All Fiats are carefully prepared for lasting service by skilled mechanics, and are equipped with serviceable accessories and basic tools ready for immediate road service.—Below.

MAYFAIR GARAGES, Ltd.—Descriptive illustrated literature and price list on request.—Below.

MAYFAIR GARAGES, Ltd.—Fiat Sales and Service, Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104/5. Open 9-6, Sats. 9-1. [C3009

C. V. RUSHMER, the Fiat specialist offers post-war 500 coupe, registered January, 1950; 1939 500 fixed head coupe, rebuilt, new engine, a superb example; guaranteed.—39, Holland Park, W.11. Park 5731. [C3061

FIAT 1100, first registered 1950, most attractive 4-door pillarless saloon, head rolls completely back, this is a very special car and well worth inspection; £485.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R

FIAT in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Fiat Cars Wanted

PERFORMANCE CARS urgently require Fiats.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

MAYFAIR GARAGES, Ltd.—Cash for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R

H. F. EDWARDS urgently require good Fiat for immediate cash; distance no not object.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

Fiat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & M. Motors, 165a, Westbourne Grove, W.11. Tel. Bay 1644. [0136/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0909/R

MAYFAIR GARAGES, Ltd.—£35. Fiat 500, fully reconditioned S/E engines; immediate delivery; Fiat repairs and renovations at competitive prices.—Mayfair Garages, Ltd., Balderton St., W.1. Mayfair 3104; open 9-6. Sats. 9-1. [0632/R

FORD (8 h.p.)

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY; the hire-purchase specialists.

1950 Ford 8 Anglia saloon, fitted radio and heater, a very smart car, 40 mpg. recent reconditioned engine fitted; 399gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Mddx. (Opp. Bus Depot.) [0099/R

ALLAN TAYLOR MOTORS, Ltd., offer:—

TWO 1947 Ford Anglia saloons, taxed December; £295.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [4957

FORD Anglia 1951, new engine just fitted, excellent condition; best offer over £390.—Box 8662. [6263

1939 Ford 8 saloon, excellent; £235; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054/1

£275.—Anglia, late '46, black, new engine.—Evenings-wk.-end, Parrish, 86, Inchmery Rd., S.E.6. [6389

FORD 8 late 1948 Anglia, one owner, spotless condition; £320; terms.—Draysey Motors, 529, Coventry Rd., Birmingham, 10. [6204

1949 Ford Anglia saloon, immaculate condition; £345.—Palmers Motors, Ltd., 53, York St., Twickenham. Tel. Popesgrove 1890/7087. [C3054

395gns.—Ford Anglia, 1950 saloon, beige, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

345gns.—Ford Anglia, 1949 saloon, black, works reconditioned engine, exceptional condition; terms, exchanges.—Rowland Smith, below.

245gns.—Ford Anglia, 1940 saloon, pastel green, very good condition; terms, exchanges.—Rowland Smith, below.

95gns.—Ford 8, 1934 saloon, black, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

FORD Anglia 1948, black and brown, good condition throughout, £325; terms; exchanges.—Kiddey & Thompson, Ltd., 343, Trinity Road, S.W.18. Bat. 0509. [6302

1940 Ford 8 Anglia, identical to post-war model, excellent condition, £250; 3 month guarantee.—P. T. Inwards, Ltd., 475, Cranbrook Road, Ilford (Barkingside). Tel. Val. 1066. [6336

ARTHUR E. GOULD Ltd., 290-292, Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578/R

£235!!!—Magnificent Ford 8 de luxe saloon, beautiful bodywork, smooth and quiet performance, whole vehicle looks worth double; 3 months' guarantee; hire purchase, exchanges.

LAMBS Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1953 (March) Ford Anglia, perfect car in every way, extras include high quality loose covers, 3,000 miles; £475.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1025

ROYS offer for £65 deposit or £195 cash; 1939 Ford 8 saloon, good throughout; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

Ford Eight Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Ford 8 cars.—520, Euston Rd., N.W.1. Euston 1212. [0172/R

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD (10 h.p.)

SCOTT CARS offer:—

1938 Ford 10, in really nice condition, perfect runner; £235.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

ELITE MOTORS offer:—

1952 (June) Ford Prefect, fawn, speedo reading 6,000 miles, without blemish, virtually a new car; £565.

1949 late Ford Prefect, green, brown leather, recent reconditioned engine, faultless bodily and mechanically; £465.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 24/4 (10 lines). [C2005

W. J. BROWN, Ltd., used Ford specialists.

1950 (Jan.) Ford Prefect saloon, black, dark brown leather, most beautifully maintained; £485.

W. J. BROWN, Ltd., established over 50 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Ford Prefect, green with brown leather, export model, 14,000 miles; £525.

1948 Ford Prefect, black/brown leather; £385.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1949 Ford Prefect, black, reconditioned engine; £450.

56 Park Lane, W.1. Regent 4866; 574, Ealing Rd., Alperton, Middx., Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1067

1951 Prefect de luxe, 16,000; £475; terms.—25, St. Peters Rise, Bristol, 3. [6210

1948 Ford Prefect saloon, excellent condition; £345.—Below.

1946 Ford Prefect saloon, £295; also 1939 Prefect saloon; £225.—Palmers Motors, Ltd., 4, Russell Gardens Mews, Kensington. Tel. Park. 9704. [C5054

1949 Ford Prefect 4-door saloon, leather, taxed end of year; £595. See also our advert. on page 41.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C3058

1949 Ford Prefect, black/red leather, 3,000 miles, recon. engine, extremely good condition; £450.—Robbins, East Putney. Tel. 4581. [C3010

1951 Ford Prefect, colour green, 12,000 miles; £475.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4051

1952 Ford Prefect, black, seat covers, stabilisers, carefully run in and as new; £500.—Lomax, Elizabeth House, Havant. Havant 70. [6171

1950 Ford Prefect, exceptional condition; £450.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

1949 Ford Prefect, black, 22,000 miles; £435.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1948 model Prefect, new engine, leather, covers, heater, spot light, immaculate; £350.—Pol. 6894. [6399

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R

1948 Ford Prefect saloon, black, cloth upholstery, in very nice condition; £565; taxed.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8658. [C4059

£195!!!—1937 Ford 10 saloon, recent reconditioned engine, a nice wholesome car, taxed year.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C5025

£465.—1949-50 Prefect, immaculate condition, choice of 2.—G. P. (Balham, Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Batt. 1107-8-9. [C2024

1952 (Aug.) Ford Prefect saloon, fawn, red leather, 5,000 miles, as new, taxed; £550.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3558. [C4029

PRIDE & CLARKE, Ltd.—1951 Ford Prefect saloons, black/red or beige/beige leather, low mileage, one owner, choice two, £469; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C5068

1951 Ford Prefect, beige, red leather, one owner, low mileage, superb condition; £495; exchanges; hire purchase.—B. & H. Motors, 1464-6, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1020

ARCHIE SIMONS & Co., Ltd.—1951 Ford Prefect, colour beige, leather upholstery, nominal mileage, one careful owner since new, in immaculate condition throughout; £495.—94, Gt. Portland St., W.1. Lan. 1343. [C3015

Ford Ten Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 5434. [0174/R

WANTED, Prefect, privately owned, low mileage.—7, Shirehall Close, N.W.4. Hendon 1603. [6245

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

£475 cash waiting for best Ford 10 or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill, 2646. [W3016

FORD CONSUL

W.

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1952 Ford Consul saloon, black, leather, heater, radio, loose covers, 15,000 miles, first-class condition; £695.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C5042

CAR MART, Ltd.

1953 Ford Consul saloon, heater, 100 miles; £835.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Eus.on 1212. [C1059

SCOTT CARS offer:—

1953 (June) Consul, 1,000 miles, leather, taxed; £775.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

KAR SALES OF SOUTH HARROW offer:—

FORD Consul, 1952, radio, heater; £695.—50-56, Northolt Rd., South Harrow. Byron 5544. [C2056

1951 Ford Consul, opal, 14,000 miles, radio and heater, leather, loose covers; £675.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [C4042

1953 Consul, leather, heater, delivery mileage only; first offer £775 accepted.—Box 8658. [6240

CONSUL 1953, 2,800 miles, leather, heater, extras.—Tel. East 5074. After 6 p.m., Foots Cray 6388. £765. [6249

CONSUL 1953 (March), 4,000 miles, black, radio, heater, covers, taxed year, £815.—Jack Puzner (Autos), 595, Hendon Way, N.W.4. Hendon 1425-6. [C3065

1500 miles.—Ford Consul saloon, blue, fitted heater, one owner; £775; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

1951 Ford Consul de luxe saloon, leather, radio and heater, loose covers, taxed; £645.—Palmers Motors, Ltd., 55, York St., Twickenham. Tel. Popesgrove 1890/7087. [C3054

1952 model (Nov., '51) Ford Consul, black, red leather, radio and heater, immaculate; £705.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1952 Consul, green, hide, loose covers, radio, heater and many other extras, one owner, £760; three months' written guarantee.—Chain Garages (Sales), Ltd., Hanger Lane, Junction Western Ave., Ealing, W.5. Per. 4404-5. [C1045

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD ZEPHYR

W.

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1951 (June) Ford Zephyr Six saloon, green leather, heater, radio and loose covers, immaculate car; £735.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C5042

SCOTT CARS offer:—

1953 Zephyr, leather, radio, heater, 4,000 miles; £835.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

R. C. WIMBUSH for Zephyrs.

1953 Ford Zephyr grey saloon, with red trim, under 3,000 miles; £845. Also

1953 Ford Zephyr black saloon, with leather and extras, 5,000 miles; £825.

312, Earls Court Rd., London, S.W.5. Fremantle 8401/2. [C4056

KAR SALES OF SOUTH HARROW offer:—

FORD Zephyr, radio, heater, carefully used; £745.—50/56, Northolt Rd., South Harrow. Byron 5544. [C2056

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1953 Ford Zephyr, 5,000 miles, Undersealed; £835.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1015

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ZEPHYR

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1953 Ford Zephyr, black, red, 5,000; £845.

1952 Ford Zephyr, blue, radio, heater, 4,000; £785.

1951 Ford Zephyr, green, radio, heater, 20,000; £695.

56 Park Lane, W.1, Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3588; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1067

1953 model Ford Zephyr, grey with red leather, heater, immaculate condition; £795.—Noel Bell Putney Vale (next to K.L.G.), Putney 7851. [6296

1953 Ford Zephyr saloon, heater, 2,500 miles; £695.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1952 (Sept.) Ford Zephyr saloon de luxe, leather, 7,000 miles only, immaculate condition; £795; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1034

1951 Ford Zephyr de luxe saloon, leather, radio and heater, 15,000 miles, immaculate condition; £695.—Palmers Motors, Ltd., 53, York St., Twickenham. Tel. Popesgrove 1890/7067. [C3034

645 gns.—Ford Zephyr 1951 saloon, duo-green, leather, radio, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 (Nov.) Ford Zephyr, Canterbury green, fawn leather, heater, seat covers, and many other expensive extras, 2,400 miles only, like new in every detail; £825, exchanges, deferred terms; many others.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4035

Ford Zephyr Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD (V.8)

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Pilot, green, radio, heater, 30,000; £525.

56 Park Lane, W.1, Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3588; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1067

£195.—1938 Ford V.8 30hp drop head coupe, very attractive; terms, exchanges.—Norman Autos, 354, London Rd., W. Croydon. Tel. Tho. 4657. [5979

FORD Pilot (Dec.) 1950, black, beige leather, radio and heater; £505.—Blue Star Garage, 65, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4031

1937 Ford V.8, fixed head coupe, immaculate, most attractive, fast and economical; £225.—Brookside Motors, 102, High Road, Uxbridge. Tel. 184, 10 a.m. to 7 p.m. [C1030

1951 Ford Pilot saloon, black, brown leather upholstery, excellent condition throughout; director's private car; £485.—Mealing Motors, Ltd., High Wycombe 2476. [6318

£250.—1938 Ford V.8 22hp, in magnificent condition throughout, real hide interior, taxed till December; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1951 Ford Pilot saloon, channel green, fawn leather, heater, radio, 19,000 miles only, condition quite outstanding; £575; many others; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4035

Ford V.8 Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0175/R

WANTED, Ford V.8 drop head coupe, mechanically sound.—Box 8592. [6088

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

UTILITY—FORD OR OTHER BODIES

1952 (May) Fordson estate car, special body, 5,000 genuine mileage, cost £850; offered at £600.

GEE CARS, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3565. [6117

1941 Ford V8 22 4-door utility, excellent condition, real bargain; £215!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1951 (March) Fordson 10, Martin Walter, estate car, pale green, guaranteed as new, 7,000 miles; only £535.—348, King St., Hammersmith. Riverside 2837. [6155

225 gns.—Ford V.8, 1937, 30hp 4-door 8-seater utility, glass all round, drop tailboard, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

AMERICAN FORD

ACRES offer:—

1947 American Ford saloon, finished black and stainless steel with brown leather, heater, many extras, immaculate; £550.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

1951 (August) American Ford Custom, r.h.d., 23,000 miles, one owner, as new; £1,500.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

AMERICAN Ford V.8 Customs (registered May, 1951) 4-door saloon, black, radio and heater, low mileage.—Joe Thompson (Motors), Ltd., 97 Fulham Rd., S.W.3. Kensington 4858. [C4036

ON all matters of sales spare parts, repairs and service consult us, the sole concessionaires in the U.K. —Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506/9. [0749/R

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, The Car Buyers, highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES Ltd. Willesden 4969.

WE wish to purchase clean and genuine Ford cars. —38-52, Dudden Hill Lane, N.W.10. [W4017

POST-WAR Ford 8s and 10s wanted in clean condition for cash.—St. Albans 2050. [W2012

FORD in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0823/R

FORD 8/10 urgently wanted, 1938-40 model; good price for good car.—Harrow 1456. [W1064

£700/£750 cash waiting for best Zephyr or Consul or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3046

FORD 8 or 10 saloons required; terms, exchanges.—R. Rose, The Lynch Garage, Uxbridge 122 (opposite side entrance G.P.O.). [W3055

Ford Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0254

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, service and all spares. [0095/R

GUARANTEED, reconditioned starters, 8hp £5/4, 10hp £5/11/4; dynamos, £4/15; despatched c.o.d. on receipt of old unit.—A.B.S., 11, St. Mary's Gate, Rochdale. [3052

WE have one of the biggest stocks of Ford spares in the country from model A, V.8 W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). And 66, High St., East Ham, E.6. Grangewood 1130. [8308Z/R

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars." [C3041/R

BARTLETT.—Frazer Nash-B.M.W., very special 16cwt 90 BPH 328 saloon, modified at cost of over £600; price £495.—27a, Pembridge Villas, W.11. [C1015

FRAZER NASH-B.M.W. type 328 2-seater, very nice condition, no competition work, recently re-sprayed and engine examined; September, 1939.—Box 8590. -5669

1938 Frazer Nash-B.M.W. type 326 touring saloon, heater, LHD, £325; 3 month guarantee.—P. T. Inwards, Ltd., 475, Cranbrook Road, Ilford (Barkingside). Tel. Val. 1066. [6357

245 gns.—Frazer Nash-B.M.W. 1937 model 2-litre convertible sports coupe, maroon, leather, very good condition; terms, exchanges.—Rowland Smith below.

195 gns.—Frazer Nash-B.M.W. 1936 2-litre foursome drop head coupe, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

FRAZER NASH-B.M.W., 1937 model 1½-litre type 34 drop head coupe; much money has been spent during past 20 months on improvements to this fast, attractive car which must be sold; no reasonable offer around £285 refused.—Box 8650. [6187

£375!!!—Frazer Nash-B.M.W. de luxe saloon, magnificent bodywork, tremendous chassis, 2-litre model, owned by enthusiast, and no one looking at this vehicle would possibly believe it to be 14 years old; 5 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6321. (East Finchley Underground.) [C2052

Frazer Nash-B.M.W. Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BARTLETT will pay more for Frazer Nash-B.M.W. cars.—27a, Pembridge Villas, W.11. [W1015

HEALEY

BROOKLANDS, sole concessionaires, Healey. Still the world's fastest 4-seater saloon. New saloon, coupe and convertible 3-str., delivery from stock.

1952 Healey Tickford saloon, 9,600 miles, heater.

1951 Healey Tickford saloon, one owner, radio.

1950 Healey Silverstone, exceptional throughout.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

SEPT., 1950, Healey Silverstone type E, under 3,000 miles guaranteed, one owner, condition as new, never raced. £900.—Pratt, Redhill, Narborough, Leics. Tel. Nar. 3257. [6260

HEALEY

BARTLETT.—Healey 100mph standard sports 4-str., 28 mpg., superb condition, choice of two at £575 and £625.—27a, Pembridge Villas, W.11. Bayswater 0523. [C1013

DAVIES MOTORS, Ltd.—Used and new Healey drop head coupe models for immediate delivery from stock.—237, London Rd., Staines. Tel. Staines 4211-2-3-4-5, or (private) Walton-on-Thames 1562. [C1060

1950-51 Silverstone 2-str. 2½-litre sports, green, looks good and behaves better, only 20,000 and tended with loving care; 670gns.—Carr Bros., Soho Garage, London, W.1 (rear Astoria, Charing Cross Rd.). Wide alternative choice. Exchanges, deferred. Open till 7 p.m. and Sats. (Ger. 6678-9.) [C1041

Healey Cars Wanted

SILVERSTONE wanted for cash.—Valentine 2098 or 4674. [W2018

BARTLETT.—Healey Elliot saloon urgently required. —27a, Pembridge Villas, W.11. [W1015

RICHARDS & CARR buy Healeys.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HILLMAN 10

ACRES offer:—

1952 Hillman Minx d/h coupe, maroon with red leather, heater and radio, practically unmarked; £665.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1947 Hillman Minx saloon, immaculate, dove grey cellulose, interior fitted with loose covers, new engine installed, nearly new tyres, taxed December; 579gns.

HIRE Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Road, Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

B. J. HUNTER, Ltd., offer:—

1950 Hillman Minx saloon, special export model; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

PHILIP RICKARDS, Ltd., offer:—

1953 Hillman Estate car, 3,000 miles, part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

CHARLES FOLLETT, Ltd., offer:—

1951 Hillman Minx sal., black, beige interior, one owner, regularly serviced and carefully driven; offered at keenly competitive price £565.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

WARWICK WRIGHT, Ltd., offer:—

1951/53 Hillman Minx saloons and convertible coupes, many fitted heater, radio, all low mileage; from £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

HENDON CENTRAL GARAGE, Ltd., offer:—

1950 Minx saloon, taxed, absolutely unmarked; £550.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2024

1952 Minx coupe, perfect, 10,000 miles; £700.—Tel. Tul. 6379. [6409

1951 Hillman Minx, 16,000 miles, left-hand drive, excellent condition; £525.

OVER HAUL GARAGES, Ltd., Staines Rd., Bedfont, Middlesex. Ashford 2525. [5948

£395.—Hillman Minx, 1947, black, smart bodywork and interior condition.—Below.

£565.—Hillman Minx Phase IV saloon, 1950, maroon with leather upholstery, kept in perfect condition.

FERRARIS, of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2006

1953 series Hillman Minx saloon, 5,745 miles; £738.—Sharwood Motors, Ltd., Ealing 1475. [6326

CASS'S MOTOR MART.—One owner 1939 14 Hillman saloon de luxe, written guarantee.—5, Warren St., W.1. Euston 3523. [C1040

1948 Phase II Minx saloon, black, excellent condition; £465.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1937 Hillman Minx saloon; £155.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050

1940 Minx saloon, £145 recondition; £350.—Speedsters, Ltd., Horley 626. (See Sports Car column.) [C4020

1947 model Hillman Minx saloon, blue, exceptional condition throughout; £410.—48-50, Hartfield Rd., Wimbledon, S.W.19. [6571

1953 (Feb.) Minx, 4,800 miles only; £60 worth of extras, spotless condition; £725.—Headstone Motors, Hatch End 4444. [6427

£495.—1949 Hillman Minx saloon, excellent condition.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

1950 Hillman Minx Phase IV, 17,000 miles, perfect; £550.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

£398.—Hillman 10 1947 sln., tip-top mechanically, black with blue leather interior, good tyres, choice 5.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1953 Hillman Minx Mk. VI estate car, 1,800 miles; £865.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1952 (Sept.) Hillman Phase V saloon, heater, seat covers, low mileage, spare unused, one owner, in spotless condition; £700.—Logsdons Garage, Royston, Herts. Tel. Royston 2281. [6430

1947 Hillman Minx 4-door saloon, black, brown leather, recent overhaul, good condition throughout, guaranteed; £295.—Kings Motors, 1, High St., Hounslow. Tel 3532. [C2049

1948 Hillman convertible, blue, blue leather, unworn tyres, low mileage, very attractive car, in perfect condition; £445.—Evans, 25, South Crescent, Peeches Rd., Prittlewell, Southend-on-Sea. [6214

1951 (October) Hillman Minx saloon, black, red leather, heater, 11,000 miles; immaculate condition; £685.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1948 Hillman Minx Phase II saloon, exceptional condition; £465; 3 months' guarantee.—P. T. Inwards, Ltd., 475, Cranbrook Rd., Ilford (Barkingside). Tel. Val. 1066. [6338

1948 Hillman Minx drop head coupe, grey, beautifully maintained, reconditioned unit just fitted; £485.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [W1065

£245!!!—1938 Hillman Minx de luxe saloon, recent reconditioned engine, very good mechanically, exceptionally good appearance inside and out, taxed year.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

CAMDEN MOTORS.—Hillman Minx drop head foursome coupe, 1947, very pretty car in pastel green, good all round condition with new hood and tyres, carefully used; choice of two others, one blue, one black from £415, also saloons from £395.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue. [C1055

645 gns.—Hillman Minx, October 1951, Phase V drop head coupe, black, one owner, small mileage, spare unused, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1951 Hillman 10 convertible, green, red leather, 17,000 miles, £539; 1949 saloons, green, grey or black/brown leather, heater, one owner; choice of two, £469; 1947 blue/blue or black/brown interior, heater, radio, one owner; choice two, from £359; three months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

HILLMAN 14

HILLMAN 14, 1938, excellent condition, battery, tyres good, taxed end of year, smart, roomy car; £215.—Hall, 3, Clifton Drive, Abingdon, Berks. Tel. Abingdon 515. [6391

Hillman Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434. [0871/R

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S

ROWLAND SMITH'S. The Car Buyers. Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

R

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

SLOCOMBES, Ltd., Willesden 4869.

WE wish to purchase clean and genuine Hillman cars.—38-52, Dudden Hill Lane, N.W.10. [W4017

PHENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 121. [W5044

C. A. PETO, Ltd., 32, North Audley St., W.1, wish to purchase immediately late model Hillman Minx.—May. 3051. [W5043

£650 cash waiting for best Hillman or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

H. F. EDWARDS urgently require good Hillman for immediate cash; distance no object.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 160, 184, Newhall St., Birmingham and Lower Temple St., Birmingham, 2. [0068/R

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models. Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0552/R

Hillman Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0233

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [0676/R

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720/R

BARKING.—For full stocks of spares and genuine service for Hillman owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0438/R

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [7544

HOTCHKISS

METCALFE & MUNDY, Ltd.

1950 Hotchkiss Paris-Nice model 4-door saloon. Cotal gear box, low mileage, excellent condition; £1,050.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

GUY ALFREDS & Co., Ltd.—1940 Hotchkiss 10hp drop head foursome, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005

H.R.G.

L. F. WARD, Ltd.

1949 H.R.G. 1½-litre, very fast and exceptionally clean car, mileage 26,000.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4045

1947 H.R.G. 1100 2-seater, extras include detachable hard top, hydraulic brakes, recently sleeved engine, new tyres, chrome and cellulose; £445.—Victoria Motors, 33, Long Millgate, Manchester, 3. Blackfriars 1549. [6227

H.R.G. Cars Wanted

REQUIRED immediately, good H.R.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 116. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

H.R.G. ENGINEERING Co., Ltd., for maker's spares, repairs and service; works reconditioned cars also available.—Oakcroft Rd., Tolworth, Surbiton, Surrey. Elmbridge 4489. [0570

HUDSON

DICKS.

1939 saloon 17hp steering column change, excellent condition; £550.

HUDSON drop head coupe, much above average for year; £150.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

1939 Hudson 22hp, column gear change, black, full 6-seater, radio heater; £265.—Tel. Mayfair 7902 (After 7.30 p.m. Gladstone 6767.) [6186

£285.—1940 Hudson Country Club saloon, black, brown hide, excellent runner, smart appearance; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0861/R

MANCHESTER.—Distributors of Hudson cars; large stocks of spares; repairs and overhauls.—Ardwick 4561/7.

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. [0516/R

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568/R

HUMBER

ACRES offer:—

1949 Humber Super Snipe, green and brown leather, heater and radio, beautifully kept and maintained; £675.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.

1952 Humber Super Snipe saloon, heater, 5,000 miles; £1,095.

1952 Humber Pullman limousine, heater, 16,000 miles; £1,550.

1951/52 Humber Hawk saloon, heater, 12,000 miles; £845.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059

WARWICK WRIGHT, Ltd., offer:—

1951/53 Humber Hawk saloons, many fitted radio, heater, all low mileage; from £895.

1952 Humber Imperial saloon, radio and heater, black, 15,000 miles; £1,595.

1952 Humber Hawk touring limousine, black, radio and heater, 17,000 miles; £925.

1952 Humber Super Snipe saloon, heater, black, 4,000 miles; £1,075.

1953 Humber Super Snipe touring limousine, black, radio and heater, 1,000 miles; £1,550.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

HUMBER

TOM GARNER, Ltd., offer:

1952 Humber Super Snipe Mark III saloon, bottle green with beige upholstery, heater, radio, loose covers, 4,000 miles only; £1,095.

1952/3 Humber Imperial Mark III saloon, 7-passenger saloon, black with brown leather, 350 miles only; £1,545.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2036

CYRIL SHEPPARD offers:—

1948 Humber Snipe (19hp), one owner, low mileage, excellent throughout; £475.—Sheppards Hill, Reading. Sonning 2345. [6431

H. A. SAUNDERS, Ltd., offer:

1952 Humber Super Snipe saloon, black with red upholstery, heater; recorded mileage 9,500; £1,095.

836-842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

MONTROE MOTORS offer:—

1950 Humber Hawk saloon, black, excellent condition throughout; £685.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [6361

PHILIP RICKARDS, Ltd., offer:—

1952 Humber Hawk saloon, bronze/red, heater, 6,000 miles, part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

GUY SALMON AUTOMOBILES offer:—

1951 (series) Humber Super Snipe saloon, black, brown leather, 30,000 miles, heater, excellent specimen; £735.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

KAR SALES OF SOUTH HARROW offer:—

HUMBER Super Snipe, excellent order throughout; £550.—50-58, Northolt Rd., South Harrow. Byron 5544. [C2056

1952 Humber Hawk saloon, blue; £895.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2010

CHARLES FOLLETT, Ltd.—Special offer:—

1951 Humber Hawk sal., black, one owner, 8,000 miles only, excellent condition, guaranteed; £795.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1946 Humber Snipe, gunmetal and green leather; £475.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

DAGENHAM MOTORS, Ltd., offer the following car:—

1952 Humber Pullman limousine, 16,000; £1,550.

56, Park Lane, W.1 (Regent 4866); 574, Ealing Rd., Alperton, Middx (Perivale 5386); and 8, 9 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). [C1066

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

ROOTES Group Dealers.

1950 series Humber Super Snipe, metallic grey; this car is in immaculate condition throughout, one owner, nominal mileage; £675.

1950 Humber Hawk saloon, bronze, red upholstery, heater, really immaculate condition, £675; p/e and h.p. facilities.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1006

1948 Phase II Hawk; £525.—Dunham & Haines, Luton 2100. [6156

1952 Humber Hawk saloon, 6,700 miles, many extras.—Weybridge 660. [C4023

1950/51 Humber Hawk, big engine, very nice condition throughout; £685.—Valentine 4674. [C2018

HUMBER Super Snipe, May, 1953, run 2,000 miles only, fitted with radio and heater; £1,400.—Derham, 40a, Derby Rd., Beeston, Notts. [6192

1951 model Humber Super Snipe Mark III, 24,000 miles only, one owner; bargain, £795.—The Bucks Motor Co., Ltd., Aylesbury 164-5. [6355

1950 Humber Hawk 14hp saloon, black, brown leather; £595.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

1953 (April) Humber Super Snipe, black, red leather, only 900 miles; £1,350.—G. E. Harper, London Rd., Stevenage. Tel. 700 and 701. [6124

1936 Humber 12hp Vogue saloon, black, very well preserved, good history; £175.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057

1951 Hawk S/R saloon, black/red hide, heater, really excellent condition; £790.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

HEARSE Phase III (unregistered) 3-door, 6-Bearer, lavish equipment, exclusive design, ready service, reasonable cost. Alpe & Saunders, Providence Court, North Audley Street. Mayfair 2941. [C1006/1

ARCHIE SIMONS & Co., Ltd.—1949 Humber Super Snipe saloon, colour grey, hide upholstery to match, nominal mileage, in excellent condition throughout; £675.

1947 Humber Super Snipe, colour black, fitted attractive loose covers and factory reconditioned engine, one owner only, fine example of a fine car; £475.—94, Gt. Portland St., W.1. Lan. 1345. [C3013

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

1948 Humber Hawk de luxe saloon, excellent condition throughout, guaranteed; £497; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2055

£565.—Super Snipe Mark II, 1949, extremely smart and mechanically excellent.—Richards & Carr, 95, Kimberlon St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

1951 Humber Super Snipe saloon, black, red leather, fitted heater, 16,000 miles, one owner, spotless condition; £825.—C.M.C. Caterham, Ltd., Caterham 823. [6324

CAMDEN MOTORS for Humbers.—Super Snipe saloon, Feb., 1947, two private and fastidious owners,' whole car in attractive condition, engine recently overhauled, exceptional value; £445.

CAMDEN MOTORS for Humbers.—Super Snipe saloon, 1950, fitted H.M.V. press-button radio, heater and screenspray, moderate total mileage; £695.

CAMDEN MOTORS for Humbers.—Super Snipe saloon, Jan., 1952, fitted heater and radio, superb low mileage specimen; £945.

CAMDEN MOTORS for Humbers.—Pullman limousine, August, 1948, late property titled country family, one of a stable of 5 cars all chauffeur driven and maintained, this Pullman has been used on special occasions only; a little over our usual competitive price but the very low mileage and condition of this car must compensate for the extra outlay; £850.

CAMDEN MOTORS for Humbers.—Pullman Phase II limousine, 1950, late type model, widest occasionals, twin heater, new-look body styling, well maintained and in very nice condition, exceptional bargain at £1,045.

CAMDEN MOTORS for Humbers.—Pullman Phase II limousine, 1949, similar body styling to above, genuine one owner car since new, fastidiously and expertly maintained, interior fitted special tailored seat covers, upholstery itself quite as brand new, new set of Fort Dunlops; £995.

CAMDEN MOTORS for Humbers.—Pullman Phase III limousine, 1952, originally cost £2,490 a little over 12 months ago, negligible mileage and in beautiful condition throughout, radio with speaker front and rear, twin heaters, etc.; £1,495.

CAMDEN MOTORS for Humbers, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue. [C1055

HUMBER Hawk, 1951 model, 19,000 miles; accept £725, or exchange for late American car.—Apply (A.C.) The Firs, Sylvan Ave., Hornchurch, Essex. Tel. Ingrebourne 2451. [6315

HUMBER Imperial, Dec. 1950, 7 seats without division, black, heater, 5 months' guarantee; £995.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). [C1050/1

1952 Humber Pullman estate car, finished in natural wood and satin bronze, 4,000 miles only, the largest and most luxurious utility.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

1950 Humber Super Snipe saloon, taxed year, radio, heater, dark green and brown upholstery, car immaculate and as new; £580 cash or terms.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. [6268

HUMBER touring limousine, 5 seats with division, reg. May 1952, black with heater and radio, 13,000 miles, 3 months' guarantee; £1,050.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). [C1050

LIMOUSINE, 1947, Pullman, partition, forward occasionals, black, mileage 28,000, original private owner. £735. Another similar. £685.

LIMOUSINE, 1949 (new look) Pullman, black, partition, leather throughout, bargain, selection from £895.

LIMOUSINE, 1950/51, partition, forward occasionals, leather throughout, radio, heater, small mileage, low cost. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Humber Cars Wanted

CMT THE CAR MART Ltd., wish to purchase Humber cars.—320, Euston Rd., N.W.1. Euston 1212. [0872/R

RROOTES Ltd.. DISTRIBUTORS, REQUIRE modern low-mileage Humber cars. BIRMINGHAM.—Lower Temple St. (Central 8411.) ROCHESTER.—(Chatham 2231.) WROTHAM Heath.—(Borough Green 4.) MAIDSTONE.—(Maidstone 3333.) MANCHESTER.—129, Deansgate. (Blackfriars 6677.) CANTERBURY.—(Canterbury 3252.) CROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

RROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HUMBER in good condition for cash.—Tel. Valentine 2098 or 4674. [W2016

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044

PRIVATELY owned Super Snipe.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768.. [W3037

1951-52 Hawk wanted privately, must be perfect, mileage around 10,000.—Tel. Partridge Laburnum 1188. [6205

1949-51 Humber Pullman limousines wanted.—Particulars, mileage and price to Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4251. [0930/R

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184 Newhall St., Birmingham and Lower Temple St., Birmingham, 2. [0086/R

Humber Cars Wanted

7-PASSENGER 1946/48/50/51 Limousines and Imperial Saloons, also private 1938/39 Limousines required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553/R

H. F. EDWARDS urgently require good Humber for immediate cash; distance no object.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

Humber Spares and Service

DE NORMANVILLE gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0780/R

THE Humber Specialists for all spares.—Ring Uplands 5637. See advt. under Parts & Accessories. [0598/R

INVICTA

1935 4½-litre Invicta 4-seater tourer in black with magnificent red hide upholstery and red wheels, chrome plating and paintwork are perfect, engine completely rebuilt, all auxiliaries, gear box, springs reconditioned, sports coil and Fram filter fitted, dual ignition, twin tone horns, spot lamps; £575.

CHARACTER CARS, Wellesley Court Rd., East Croydon. Cro. 2555. [C1044

JAGUAR

HHENLYS, Ltd.. ENGLAND'S Largest Jaguar Distributors. SELECTION of all models at attractive prices. DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.) HENLY House, 585, Euston Rd., N.W.1. (Euston 4444.) DEPOTS at:— MANCHESTER (Blackfriars 7843). BRISTOL (Bristol 21326). BOURNEMOUTH (Bournemouth 6314). NORTHAMPTON (Northampton 907). CAMBERLEY (Camberley 77). HOUNSLOW (Hounslow 3454). FINCHLEY (Finchley 0061). GREAT West Rd. (Ealing 5477). Official Jaguar Service Station. CAMDEN TOWN SERVICE STATION (Gulliver 4141) HENLYS, Ltd., England's Leading Motor Agents. [0027/R

ACRES offer:—

1951 Jaguar XK120 roadster, green with leather upholstery to match, heater, radio, many extras; £975.

1950 Jaguar 3½ saloon, black with brown leather, heater and radio, as new; £850.

1947 Jaguar 3½ saloon, black with red leather, heater and radio, magnificent throughout; £475.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.

1950 Jaguar 3½-litre Mark V saloon, radio, heater, guaranteed; £895.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1059

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1951 (March) Jaguar 2½-litre saloon, fitted radio and heater, one owner only, 21,000 miles, immaculate throughout, superb performance; 869gns.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

COACHCRAFT offer:—

1952 (December, '51) Mark VII saloon, very clean throughout, black; £1,400; 3 months' written guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

ELITE MOTORS offer

1946 Jaguar 2½-litre special equipment saloon, suede green, cellulose, immaculate appearance, excellent mechanically; £545.

1950 (late) Jaguar 3½-litre Mark V saloon, choice of two models both in faultless condition, fitted with radio, spot lamps and loose covers, taxed year; any trial or inspection; £895 and £925.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

RUSSELL MOTORS offer:—

1952 Jaguar Mark VII saloon de luxe, radio, many extras, 15,000 miles only, any trial; £1,595.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

CYRIL SHEPPARD offers:—

1947 Jaguar 3½ saloon, choice of two; from £475.—Sheppards Hill, Reading. Sonning 2545. [6457

JAGUAR

SLOCOMBES, Ltd., Willesden 4869.

XK120 1951, low mileage, bronze; £1,095.

XK120 1951, C conversion, bronze; £1,195.

MK. VII, 1952 (July), 12,000 miles, immaculate; £1,545; the above are open to A.A./R.A.C. inspection and offers will be considered; part exchanges and hire purchase available; existing accounts settled; we close at 7.30 p.m. (Saturdays 6 p.m.).

WRITE, call or telephone.—Slocombes, Ltd., 58-52, Dudden Hill Lane, N.W.10. [C4017

GUY SALMON AUTOMOBILES offer:—

1953 Jaguar Mark VII saloon, 500 miles, black; £1,895.

1951 Jaguar XK120, one owner, 17,000 miles, a superb example with approximately £700 worth of extras; £1,575.

1951 Jaguar Mark V saloon, 12,000 miles, black, brown leather, H.M.V. radio, faultless condition; £1,100.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

KAR SALES OF SOUTH HARROW offer:—

JAGUAR 3½ 1948 drop head foursome; £550.—50-56, Northolt Rd., South Harrow. Byron 5544. [C2056

H. M. BENTLEY & PARTNERS, Ltd., offer:—

170 miles, Jaguar Mark VII, black and brown; £1,850.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

PARADE MOTORS (MITCHAM), Ltd., offer:—

JAGUAR 100 1938 2½-litre, black and red, engine just reconditioned, yet to be run in; £465.

PARADE MOTORS (MITCHAM), Ltd., 66-67 Monarch Parade, Mitcham. Tel. Mitcham 3892. [C5036

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Jaguar Mark VII, grey with red leather, 6,000 miles; £1,575.

1951 Jaguar XK120, blue and beige leather, all modifications fitted; £1,200.

1951 Jaguar XK120, grey and blue leather, all modifications, including wire wheels, racing seats, spare rear axle; this is one of the fastest XKs in the country; £1,300.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

JAGUAR Mark VII saloon, July, 1953, works mileage; £1,800.—Box 8632. [6407

1950 2½-litre saloon, grey; £855.—Mansfield Autos, Ltd., Euston 2587. [C3001

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2, offer:—

1952 Jaguar Mark VII saloon, black, beige leather, radio heater, superb condition; £1,695. [C1001

1953 1-week-old Jaguar Mark VII saloon, black.—Weybridge 600. [C4023

JAGUAR 1945 2½-litre, ex. cond., grey/red; £350.—Byron 2687 evgs. [6254

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1949 Jaguar 3½ special equipment saloon, fitted many extras; £595.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C3000

1953 (July) Jaguar Mark VII saloon, black, mileage 300; £1,950.—Box 8654. [6220

1949 3½-litre saloon, grey, radio, heater, snip; £525.—Campbell Symonds, Wembley 6262. [C1037

BEARTS OF KINGSTON, Jaguar specialists, sales, spares repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0081/R

GUY ALFREDS & CO., Ltd.; 1937 S.S.100 in 1950 condition, specimen car.—6-7, Warren Street, W.1. Euston 3268. [C1005

1953 Mark VII, dark green, 9,000 miles, H.M.V. radio, loose covers; best offer over £1,750; no dealers.—Box 8623. [6147

£595.—1949 Jaguar 2½-litre saloon, carefully maintained.—Autowork, Ltd., Winchester. Tel. Winchester 4854. [C1010

BARTLETT.—Jaguar 1950 XK.120, small total mileage, exceptionally well maintained; £925.—27a, Pembridge Villas, W.11. [C1013

XK120 1951, latest modifications, 18,000 miles, immaculate condition; £1,050.—Allen's Autos. Tel. Cheltenham 3778. [6379

1953 Jaguar Mark VII saloon, 275 miles only.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1948 Jaguar 3½-litre saloon, black, brown leather, immaculate condition; £550.—Noel Bell, Putney Vale (next to K.L.G.). Putney 7851. [6298

£1495.—Mk. VII Jaguar, late 1951, grey with blue leather, or exchange XK120.—Reply, Advertiser, 60, Warren Drive, Wallasey, Cheshire. [6127

1950 Jaguar Mark V saloon, black, beige upholstery, fitted radio and heater, 19,000 miles, one owner, immaculate condition; £895.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

£545.—Jaguar 1½-litre 1946 sln., particularly well kept, all extras, tyres as new, small mileage; choice 2.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1939 Jaguar 1½ saloon, guaranteed; £270; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C5029

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1953 (May) Jaguar Mark VII saloon, 790 miles only, black, brown leather, H.M.V. radio, taxed year; £1,875.
RIPCO, Ltd. (Jaguars purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. [C3052

1952 (July) Jaguar Mark VII saloon, grey, red leather, heater, 11,000 miles, one owner, an immaculate car; £1,625.
W. J. BROWN, Ltd., Established over 30 years.
339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

JAGUAR Mark VII '52 model, recorded mileage 13,000, heater, radio, taxed year; bargain, £1,485.—12, Park View Rd., Hove. Hove 50140. [6414

495 gns.—Jaguar, September, 1947, 3½-litre saloon, black, sliding head, leather, heater, excellent condition; terms; exchanges.—Rowland Smith, below.
345 gns.—Jaguar, 1949 3½-litre drop head coupe, black, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1939 1½-litre Jaguar saloon, metallic grey, red leather, exceptional condition; £350.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

1938 Jaguar 3½-litre saloon, black with grey leather, in good condition; £225.—Herbert Robinson, Ltd., Regent St., Cambridge. Tel. 4461. [C3053

1950 Jaguar Mark V 2½-litre, 17,000, birch grey, very exceptional condition, special steering, etc.; £800.—Douglas, Dirgarve, Aberfeldy, Perthshire. [6229

£200—Jaguar 2½ saloon, 1937, black, rebuilt engine, new tyres, Ace discs, excellent condition.—Nicol, 44, Druridge Drive, Newcastle-on-Tyne. [6228

1940 model Jaguar 1½ de luxe saloon, black with grey leather, fitted radio and numerous extras, recently overhauled throughout.—Euston 4511. [C4040

CAMDEN MOTORS for Jaguars.—Mark VII saloon, 1952, condition as new throughout, pastel green with green leather upholstery, radio, heater etc., £1,645.
CAMDEN MOTORS for Jaguars.—Mark VII saloon, December 1951, low mileage example, finished in black with red leather; £1,595.
CAMDEN MOTORS for Jaguars.—Mark V saloon, immaculately finished in silver-grey with red leather interior, outstanding condition, all extras, choice of two from £845.
CAMDEN MOTORS for Jaguars.—3½-litre sports saloon, 1948, black/red leather, purchased locally from fastidious owner, previous history known, fitted discs, heater, etc., £595.
CAMDEN MOTORS for Jaguars.—3½-litre sports saloon, 1947, late registration, numerous extras, radio, twin fog and pass lights, Ace discs, seat covers, heater, etc., a most desirable car; £535.
CAMDEN MOTORS for Jaguars.—Two other 1947 3½-litre saloons, one at only £495.
CAMDEN MOTORS for Jaguars.—3½-litre sports saloon, 1939, fitted radio and heater, Nu-Way protective mats, a really nice car; two other 1939 models at £295 and £365.
CAMDEN MOTORS for Jaguars.—3½-litre drop head foursome coupe, 1939, fitted new hood and five new Goodyear Eagle tyres in April this year, attractive appearance and very good performance; £345.
CAMDEN MOTORS for Jaguars.—3½-litre Competition model 100 two-seater, 1939 model and a specimen car in every respect, silver-grey with blue leather, expertly maintained mechanically by previous engineer owner (same since 1941), full all-weather equipment, tonneau cover, stoneguards, Andre Telecontrols, screen heater, pass lights, considered by most to be the fastest pre-war car of its class ever produced; £495.
CAMDEN MOTORS for Jaguars.—Large selection of pre-war 2½-litre models from £245.
CAMDEN MOTORS for Jaguars.—2½-litre sports saloon; late 1938, fitted heater, extremely fast, good tyres, a nice car; £295.
CAMDEN MOTORS for Jaguars.—2½-litre sports saloon 1947, fitted Ace discs, tailored seat covers, heater, etc., recently recellulosed in metallic grey, red leather upholstery, excellent tyres; £495.
CAMDEN MOTORS for Jaguars.—1½-litre special equipment sports saloon, 1949, genuine one owner car since new, expertly and fastidiously maintained, fitted H.M.V. press-button radio; £675.
CAMDEN MOTORS for Jaguars.—1½-litre special equipment sports saloon, 1947, another one owner car since new, reconditioned mechanically less than 3,000 miles back, silver-grey with red leather; also two 1946 1½-litre saloons priced from £475, one fitted radio.
CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon, 1940 a very genuine specimen of this post-war prototype, sound mechinical order and original in most respects even to carpets and head lining which are serviceable but not immaculate; £325.
CAMDEN MOTORS for Jaguar.—1½-litre 14hp sports saloon, 1939, about the best pre-war Jaguar we have handled for ages, coachwork faultlessly maintained, interior quite as good as some pre-war models, mechanically this car is even better than it looks, fitted discs and pass lights; £395.
CAMDEN MOTORS for Jaguars.—Choice of 3 others a shade less outstanding from £315.
CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon, 1938, a nice car, extremely good order throughout, two owners and full history known since 1945; £295.
CAMDEN MOTORS the Jaguar Specialists—The above are just a few models picked at random from our amazing selection of Jaguars; call, write or phone for further details.
CAMDEN MOTORS, Jaguar Specialists, Leighton Buzzard Beds. Tel 2041. Open till 8 p.m. [C1035

JAGUAR sports saloon 2½-litre, 1939, first-class condition, works reconditioned engine fitted 1952; £280.—R. W. Hepburn, 174b, Devonshire Rd., Forest Hill, S.E.23. [6351

JACK ROSE, Ltd., offers 1951 Mark VI Jaguar saloon, 600 miles, three weeks old in blue with radio and heater; accept £1,840.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

JAGUAR

JAGUAR 1½-litre 1939 sunshine saloon, excellent condition throughout, heater, demisters, H.M.V. radio; £320 or near offer.—Reply 25, Alma Rd., Bristol, 8. Tel. 23928 and 38066. [6105

£495!!!—1947 series Jaguar 3½-litre de luxe saloon, interior immaculate, bodywork like brand new; choice also 1947 and 1948 models; 3 months guarantee; hire purchase; exchanges.
LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley N.12. Finchley 6221. (East Finchley Underground.) [C2052

1949 (July) Jaguar Mark V saloon, colour silver/maroon, mileage 31,000 recorded, in immaculate condition, taxed Dec., 1953.—Enquiries to L. Braddick, Esq., "Vicosa," Westward Ho, N. Devon. [5670

NAYLOR & ROOT.—1947 Jaguar 3½-litre saloon, black/beige, radio, heater, sun roof, exceptional condition throughout; £495; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022

1952 (Oct., 1951) Mark VII Jaguar saloon, blue, blue-grey leather, radio, heater, Rimbellishers, fitted carpet in boot, loose mats, etc., low milage; reasonable offer or exchange.—Tel. Coventry 68223. [6257

1937 2½-litre saloon, metallichrome grey, taxed year, insured, new battery, tyres, etc., 22 mpg, very good condition; available first week August when owner returns Congo; accept £175 o.n.o.—Tel. Laburnum 3959. [6166

1939 Jaguar 3½-litre saloon de luxe, new 16in wheels fitted, Mark V type headlamps fitted low mileage since new, immaculate throughout; £465; 3 months written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1054

JAGUAR 1947 3½-litre saloon de luxe, special equipment model, black with brown hide upholstery, in new condition, complete tool kit and all instruction books, new Dunlop gold-seal tyres, any trial, taxed year; £410.—Tel. Birmingham South 3018. [6576

1950 Jaguar Mk. V saloon, grey, in exceptional condition, mileage 21,750, excellent tyres, lifeguards at front, almost new battery, Trico screen washers, radio, fire extinguisher, undersealed chassis; £935; seen Brighton area or Surrey.—Box 8649. [6185

3½-litre saloon.—Rudds offer one of the best 1939 examples available, one owner majority of its life low mileage, taxed year and guaranteed; at £325; terms, exchange; also 1946, well maintained, at £495.—Central Station Approach, Worthing 4635. Evenings Hove 55905. [6421

1952 (March) Jaguar Mark VII, sunshine saloon, beige, brown leather, radio, heater, 17,500 miles, one private fastidious owner, unscratched, taxed year, like new, genuine bargain; £1,575, or exchange and cash.—346, King St., Hammersmith, Riverside 2837. [6152

XK120—Rudds offer the choice of two genuine unraced, unmodified, low-mileage Roadsters in silver with red leather, radio, heater, taxed, guaranteed; from £1,075; terms, exchange.—Central Station Approach, Worthing 4635. Evenings Hove 55905. [6425

XK120 1951, one fastidious owner, immaculate condition, sound mechanically, radio, heater, spot light, chrome luggage grid, trickle charge, screen clean, extra set of part-worn tyres, no competitions, recellulosed racing green 1952, fawn upholstery, taxed end of year, mileage 24,000; £1,200.—Mitchell, City 3606, Oxted 150. [6408

Jaguar Cars Wanted

C
M
T HE CAR MART, Ltd., wish to purchase Jaguar cars.—150, Park Lane, W.1. Grosvenor 5434. [0873/R

R
ROWLAND SMITH'S. The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd
URGENTLY wanted, good condition post-war Jaguar car; offers appreciated.—Portsmouth Rd., Guildford. Tel 62907. [0254/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.
MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 5631-2-3. [W4002/R

JAGUAR wanted in good condition for cash.—Valentine 2098 or 4674. [W2018

BARTLETT.—Jaguar XK 120 urgently required.—27a, Pembridge Villas, W.11. [W1015

PRIVATELY owned XK 120.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

OFFER your Jaguar to Rudds, 65, Victoria Rd., Central Station, Worthing 4635. [6422

XK120 wanted in good condition for cash.—Valentine 2098 or 4674. [W2018

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8004. Seven Sisters Rd., Tottenham, N.15. [0180/R

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

WANTED Jaguar Mark V d.h. coupe.—Lumb, 58, New North Rd., Huddersfield. Tel. 4350. [5672

XK120 wanted, immediate cash waiting, ivory preferred.—135, High St. South, East Ham, E.6. Grangewood 5834. [W4032

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Jaguar cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0434/R

H. F. EDWARDS urgently require good Jaguar for immediate cash; distance no object.—Details please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2015

Jaguar Cars Wanted

XK120 in exchange 1951 K2 Allard, special Mercury engine, private single owner, excellent condition.—Millbank, 22, Yarmouth Rd., Thorpe, Norwich. [6107

Jaguar Spares and Service

H
HENLYS, Ltd.,
ENGLAND'S Largest Jaguar Service Station,
GREAT West Rd., Brentford. (Ealing 5477.)
SPARES and replacement engines for all models from 1938.
AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.
QUICK completion of repairs. [0563/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.
FULL stock of spares; Jaguar repairs and maintenance.—Service Station: Green Lanes, N.13. Palmers Green 5631-2-3. [84002/R

PEERLESS MOTORS Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22594. [0430/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—521, Romford Rd., Forest Gate, E.7. Maryland 4818. [0455/R

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0529/R

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. [0391/R

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719/R

JEEP

JEEPS, private or commercial, all spares, return post.—Wick Autos, Hampton Wick. Kin. 4718. [0820/R

£120 buys a special bargain.—See Metamet, famous for 12 conversions.—988, Belsize Lane, N.W.3. Hampstead 8231. [0527/R

JEEPS!!!—Several first class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps, detachable bodies, utilities; 24-hour service.
MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3015/0621. [0241/R

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; H.P. terms available.—Mansell & Fisher (See Jeep Spares below). [C5906

145 gns.—Jeep (Ford) registered 1947, hood, spare wheel, very good condition, taxed; terms; exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked; exchange plan engine, gear box, water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.—351-355, High Rd., Chiswick, London, W.4. Chiswick 1919. [0033/R

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Jeep Spares and Service

JEEP Service Station, overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4752, 4758. [85066

JENSEN

BROOKLANDS. Individuality, new and used cars.
NEW Jensen Interceptor saloon and cabriolet.
1952 Jensen Interceptor d.h. coupe, 6,000 miles.
BUY or sell your car at
103 New Bond St., London, W.1. Mayfair 8551-6. [C1029

JENSEN 1937 3½-litre saloon; black and green, excellent condition; radio, heater; a unique car; £295.—Alexander Engineering, Haddenham 345, Bucks. [6020

JOWETT

C OF P
DISTRIBUTORS. Day and night service in Guildford, Woking and Aldershot area.
1950 Javelin de luxe saloon; £675.
1949 Javelin de luxe saloon; £575.
SALES staff available throughout the week-end.
CLARKE'S OF PIRBRIGHT, Surrey.
BROOKWOOD 2201-2. [C1049

NEWNHAMS, Ltd.
1951 Jowett Javelin de luxe saloon, green one owner; £675.
NEWNHAM House, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024

B. J. HUNTER, Ltd., offer:—
1953 Jowett Jupiter coupe, unregistered, works mileage, shop soiled; bargain, £895.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2044

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

WARWICK WRIGHT, Ltd., offer:—

1951 (Dec.) Jowett Javelin saloon, maroon, 9,000 miles; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1949 Javelin saloon, one owner, black beige leather, supplied and serviced by us; £550.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston, Kin. 2241. [C4053

1952 Jowett Jupiter red sports convertible, 18,000 miles, heater; £750 o.n.o.—Box 8693. [6398

F. FAIRMAN & SONS, Ltd., East Surrey Distributors, Complete Spares Stock.—Horley, Surrey. Tel. Horley 17. [0961/R

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory trained mechanics.

GODFREYS, Ltd., 228-234, London Rd., Croydon. Cro. 3641-2. [0463/R

JOWETT and Javelin agents, spares and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [0422/R

1951 (Oct.) Javelin de luxe saloon, one owner, supplied and serviced by us, immaculate; £745.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston, Kin. 2241. [C4053/1

1952 Jowett Javelin saloon, 10,000 miles, as new; £735.—10, Woodland Grove, Weybridge. Tel. 1667. [5676

1950 (late) Javelin, immaculate, faultless, and all other superlatives fairly applicable; £650.—Uplands 4812. [C1041

JUPITER Mk. I, 1953 delivery, 265 miles only, quite unmarked; £995.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1948 (Nov.) Javelin de luxe saloon, black, beige leather, modified engine; £510.—Colliver-Fisher, Ltd., Northwood, Middx. (Tel. 777.) [6357

1949 (August) Javelin, leather upholstery, heater, excellent condition, 32,500 miles; £525.—Thomson, Cape Cottage, Green St., Sunbury, Middlesex. [6215

BUNTINGS MOTOR EXCHANGE, main agents, offer a selection of used Javelin and pre-war Jowetts, list on application.—Bonnersfield Lane, Harrow. Tel. 6225-6. [5619

1951 (Dec.) Jupiter, red, in excellent condition, always maintained by main agents, recent engine overhaul, several extras; £650.—Speedwell 4904 after 6 p.m. [6225

1951 Jowett Javelin saloon de luxe, blue/beige leather, moderate mileage, one owner, taxed, excellent order; £685.—Gordon White & Co., Ltd., Gerrards Cross 2077-8. [6418

NAYLOR & ROOT.—1950 Jowett Javelin de luxe saloon, suede green, beige hide, heater, very attractive; £645; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565 [0302/R

595 gns.—Jowett Javelin, 1952 model saloon, black, red upholstery, one owner, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), Hampstead 6041. [C4018

JOWETT Javelin, Jupiter and Bradford.—Full range of new and guaranteed used models on view at Jowett Sales, 7-9, Russell Parade, Golders Green Rd., London, N.W.11. Speedwell 9761 (10 lines). Gordon Cars (London), Ltd., the London Distributors. [0134

£550!!!—Probably one of the finest on offer to-day; 1949 Jowett Javelin de luxe saloon on which late owner has spent £200 modifying to late specification, including engine, gear box and steering, etc., fitted heater and radio, just recellulosed, this car must be seen and tried.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C5025

1951 Javelin de luxe saloon, black, brown leather, radio, heater, unblemished appearance, first-class mechanical condition, £675, with three months' written guarantee, free after-sale service; usual H.P. facilities.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2. (Junction of North Circular and Gt. North Rd.) Three minutes E. Finchley Tube. Finchley 0052/53 [C4065

Jowett Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Jowett cars.—520, Euston Rd., N.W.1. Euston 1212. [0874/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

JAVELIN in good condition for cash.—Tel. Valentine 2098 or 4674. [W3018

£750 cash waiting for best Jowett or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

JOWETT Javelin and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3048

Jowett Spares and Service

MILESTONE (SERVICE GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England; immediate despatch, trade or private.—Tel. Erith 2469/2629. 308, Erith Rd., Bexleyheath. [0971/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

KINGSTON-ON-THAMES.—Distributors for Jowett, all facilities available.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kin. 2241-2. [84065/R

BIRMINGHAM main agents; large stock of spares.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0549

Jowett Spares and Service

BUNTINGS MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents; over 28 years' Jowett experience; spares and service. [0759/R

MOTORING to London? Bring your Jowett to the West End service centre for "Energol B.P. Lubrication," repairs, spares.—Wimbush's (Estd. 1760), Headfort Place, Hyde Park Corner, S.W.1. Sloane 0151. [0167/R

KAISER

1952 model Kaiser Henry J, 9,000 miles, overdrive, 26 mpg, covers, spotless condition; £975.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C5006

LAGONDA

L. F. WARD, Ltd.

1936 3½-litre Lagonda Rapide pillarless saloon, black with brown upholstery, car as new, must be seen to be believed.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4043

SWANMORE GARAGE offer:—

LG.6 Lagonda saloon, 1939, a rare and wonderful car; exchanges or terms a pleasure.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

WARWICK WRIGHT, Ltd., offer:—

1952 Lagonda 2.6-litre drop head coupe, steel grey, radio and heater, 4,000 miles; £2,250.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1953 (June) Lagonda 2.6-litre Tickford drop head coupe, Vantage engine, H.M.V. radio, rev counter, Ace Rimbellishers, screen washers, under 1,000 miles; list price £3,021.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS: Lagonda Distributors, latest models.

1952 Lagonda 2.6-litre saloon, mileage 13,000.

1952 Lagonda 2.6-litre coupe, 8,000 miles.

1951 Lagonda 2.6-litre d.h. coupe, radio.

1950 Lagonda 2.6-litre saloon, small mileage.

BUY or Sell your car at

103 New Bond St., London, W.1. Mayfair 6351-6. [C1029

!! Chiptead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

DAVIES MOTORS, Ltd. (managing director, J. F. Davies, 20 years service manager to Lagonda, Ltd.), **1938** V.12 4/5-seater drop head coupe, Sanction II engine, 51,000 miles total only.

1939 V.12 4/5-seater short chassis razor-edge sports saloon by Freestone & Webb; 10,000 miles since complete engine overhaul and Sanction II modifications; outstanding appearance, many extras.

1940 V.12 2/3-seater Rapide drop head coupe, Sanction II, 4,000 miles since overhaul.

FURTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 237, London Rd., Staines. Tel. Staines 4211-2-3-4-5, or (private) Walton-on-Thames 1562. [C1080

PERFORMANCE CARS, good selection, always available; written guarantee.—See under "Sports Cars." [C3041/R

1952 Lagonda drop head coupe, maroon beige upholstery, fitted radio, 8,000 miles, immaculate condition, just serviced Lagonda's, passed 100%; seen London; price £2,000.—Box 8415 [5705

1938 Lagonda V.12 short chassis saloon, beautifully maintained; all latest modifications; £795.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

£175.—1936 Lagonda Rapier 10hp drop head foursome coupe, a rare and desirable car; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

175 gns.—Lagonda 1932 2-litre Continental sports tourer, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

M45 V.D.P. tourer, 1934, 2 owners since new, exceptional order throughout, over 90 mph; £395.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C5049

LAGONDA V.12, 1938, 63,000 miles, dark blue, red leather, 4-door, short chassis, beautiful condition; £675, or part-exchange 25-30 pre-war Rolls sports saloon.—6, Linnet Lane, Liverpool, 17. Tel. Lark Lane 2345. [6142

1938 Lagonda V 12 short chassis drop head foursome by Thrupp & Maberly, Sanction II engine, one owner from new.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 4371. Showroom: 6199. [C5037

1952 Lagonda 2½-litre drop head coupe, maroon, fawn leather and hood, 8,500 miles only, one owner, outstanding condition in every detail; £2,150; exchanges (particularly Bristol); deferred terms.—John S. Truscott Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

LAGONDA; opportunity occurs to purchase a unique 1929/30 3-litre Lagonda; this was used to prove flite efficiency by Mr. C. G. Vokes, founder of the Lagonda Car Club, and has been virtually unused since 1939; the whole car is in remarkable condition, and can be seen at the garage of P. W. Kerridge, 32, High St. Alton Hants (Alton 2224). Offers invited [6273

LAGONDA

£333!!!—1935 series Lagonda 4½-litre de luxe sports saloon, one of those rare and beautiful motor cars, impeccably maintained in thoroughbred condition, open the doors, look inside, its like brand new, drive it, its magnificent; this is the finest specimen we have ever had; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 5691. [W3041

Lagonda Spares and Service

DAVIES MOTORS, Ltd.—See our display advert. on page Edit. 127. [81080

LAMMAS GRAHAM

LAMMAS GRAHAM, December 1937, black custom built saloon by Charlesworth, fawn leather upholstery, carpets, 2 carburettor supercharged model, one owner, 23,000 miles, just rebored, new tyres, Jackall hydraulics, P100 headlamps, fitted tools to engine bulkhead, licensed, insured, price £395.—Write Box 6672. [6284

LANCHESTER

DICKS.

1939 Lanchester 14 saloon, very roomy body; £350.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

CYRIL SHEPPARD offers:—

1948 Lanchester 10 de luxe saloon, maroon, leather, low mileage; £565.—Sheppards Hill, Reading. Sonning 2345. [6456

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 14hp saloon (1952), black with brown leather, loose covers, 3,000 miles only; £1,075.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404), Service: 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). [C4022

1953 Lanchester 14 saloon, 2,000 miles; £1,125.

GORDON CARS (LONDON), Ltd., 375, Euston Rd., N.W.1. Eus. 6611. [C2010

1937 Lanchester 14 Roadrider saloon, guaranteed; £190; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C5029

LANCHESTER 14hp saloon, 1937, recellulosed, engine rebuilt, £500 spent recently, bills available, taxed year; £210.—51, Cannon Hill Lane, S.W.20. After 6 p.m. [6160

ROYS offer for £99 deposit or £295 cash 1939 Lanchester 14 saloon, i.f.s., really excellent; H.P. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 3694. [C5059

1947 10 saloon, unmarked in appearance, faultless in performance; remarkably low in price at 500gns; any demo.; exchange, deferred; open late and week-ends.—Carr Bros., High Street, Purley, Surrey. Orders welcomed for early delivery of new 14hp models of this quality car. Many others to choose from (Uplands 4812). [C1041

Lanchester Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CASS'S MOTOR MART require carefully used Lanchester.—Euston 4110 and 3523. [W1040

Lanchester Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2931. [0146

ARCOT ENGINEERING, Ltd.—Preselected gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237/R

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0689

ALLEN'S, Victoria Rise, Clapham, S.W.4, Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0642/R

LANCIA

MAIDSTONE ENGINEERING Co

THE Northern Lancia Specialists.

CHOICE of 3 Lancia Aprilia saloons, recellulosed and fitted with reconditioned engines recently, from £495.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [W5000

JOHN S. TRUSCOTT Ltd. for Lancia.

MANY other makes, exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

LANCIA Aprilia, 1938, very good condition; £430.—Medlam, 7, Park Rd., Twickenham, Middlesex. Popesgrove 7192. [6165

£498.—Lancia Aprilia 1939 model sln., superb mechanically, very good tyres, metallic finish, very attractive, also 1935 Augusta; £255.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1937 Lancia Aprilia saloon, in really exceptional condition; £465.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

1939 Aprilia, grey and blue, blue upholstery, fitted Andre telecontrols and Marchal headlamps, in excellent condition throughout; £500 o.n.o.—The Duke of Cambridge, Farnham, Surrey. Farnham 6584. [6256

1939 (Aug.) Lancia Aprilia saloon, grey, red leather upholstery, in really excellent condition throughout, good tyres, taxed; £460.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [6417

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Lancia Cars Wanted

MAIDSTONE ENGINEERING COMPANY URGENTLY require unlimited number of Aprilias for cash.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [W5000

REQUIRED immediately, good Lancia.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

PERFORMANCE CARS urgently require Lancias.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2565. [W2054/R

LANCIA.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—175, Westbourne Grove, W.11. Bay. 4274. [W4035

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general, service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5556.) [0320/R

LEA-FRANCIS

B. J. HUNTER, Ltd., offer:—

1953 Lea-Francis saloon, 2,600 miles only, exceptional bargain, showing enormous saving against original list price; £950.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

J. DAVY, Western 9641 and Kensington 1108.

1950 Lea-Francis 14 saloon, radio, and other extras, immaculate condition, comprehensively guaranteed; £595.

180/2 Kensington High St., and 215, Brompton Rd., S.W.3. [C1069

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis and Home Counties, offer the following cars:—

1949 Lea-Francis 14hp streamline saloon, maroon, one owner, radio and heater, at present undergoing pre-sale checkover; £825.

IMMEDIATE delivery of new Lea-Francis 14hp saloon, special colour maroon and metallic grey, one only, at new list price, £1,261/19/2, including P. Tax.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

1951 (Mar.) Lea-Francis sports 4-seater tourer by Westland, red/brown leather, one owner, 21,000 miles, many extras, as new; £855.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

£475.—1948 series Lea-Francis 14 saloon.—Durngate Garage, Winchester. Tel. Winchester 2955. Eighty other cars to choose from. [C1010

1951 Lea-Francis 14hp saloon, bargain; £695.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045

1947 Lea-Francis saloon, grey, sun roof, maroon leather, recently resprayed, reconditioned engine, all new tyres, definite snip; £595.

DOUGLAS CAR SALES, 806/822, Gt. Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

1950 (late) 14/70 saloon, impeccable appearance, superb performance, low mileage; even lower price £620 for quick sale.—Uplands 4812. [C1041

GUY ALFREDS & Co., Ltd.: 1951 Lea-Francis 2½-litre saloon, radio, heater, many extras, as new.—6-7, Warren Street, W.1. Euston 3268. [C1005/1

GUY ALFREDS & Co., Ltd.: 1950 Lea-Francis 2½-litre, 2/4-seater sports tourer, 7,000 miles, as new.—6-7, Warren Street, W.1. Euston 3268. [C1005

695 gns.—Lea-Francis 1950 2½-litre super sports 2/4-seater, black, red leather, concealed hood, tonneau cover, in-built head lamps, I.F.S., carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Lea-Francis Cars Wanted

B. J. HUNTER, Ltd.,

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berekley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7. [0595/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0592/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7. [0595/R

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

Mercedes Cars Wanted

WANTED, 1939 Mercedes 170V in good condition; spot cash; private buyer.—Tel. 2126. [6251

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1935 Type 290 23hp 4-5-seater cabriolet, right-hand steering, blue with grey leather; £375.

1937 Type 540K cabriolet B, right-hand steering, black with beige leather, in exceptional condition throughout; also one only type 170V 14hp 4-door saloon, left-hand steering, light metallic blue, beige leather, maroon loose covers fitted.—Victoria 8715. [C5003

£110.—Mercedes-Benz drop head coupe, clean car.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1937 Mercedes-Benz 290 model 6-cylinder 4-5-seater coupe, finished in unblemished black with fawn leather interior, in really excellent condition; £425.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C5000

BARTLETT.—Mercedes-Benz type 500, 100mph, cabriolet, the whole car in superb condition, works maintained and works history available; £695.—27a, Pembridge Villas, W.1. [C1013

Mercedes-Benz Cars Wanted

WANTED.—Mercedes-Benz, in good condition.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [W1046

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales, Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [4755

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

£575.—Post-war r.h. drive Mercury de luxe saloon, October, 1948, many extras, including radio and heater, a magnificent car.—Palmers, 53, York St., Twickenham. Tel. Popesgrove 1890/7087. [C5034

M.G.

PC PERFORMANCE CARS

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

M.G. T.C. 2-seater roadster, 1949, £465; M.G. T.C. 2-seater roadster, 1947, £445.

M.G. T.A. 10hp Tickford coupe, 1939, £325; M.G. T.A. 10hp 2-seater, 1938, £265.

M.G. T.A. 10hp 2-seater, 1937, £275; M.G. P.B. 9hp Airline coupe, 1936, £255.

M.G. P.A. 8hp 2-seater, 1935, £225; M.G. J.2 8hp 2-seater, a choice of 4, from £145.

M.G. 2-litre 18hp d/h foursome, 1938, £245; M.G. 2-litre 18hp d/h foursome, 1937, £225.

M.G. V.A. 1½-litre tourer, 1938, £295; M.G. V.A. 1½-litre tourer, 1937, £275.

M.G. 12hp Magnette saloon, 1935, £145; M.G. 8hp "M" type 2-str., 1930, £95.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex (Ealing 8841), or 107, New Cavendish St., Great Portland St., W.1 (Museum 8221). [C5041

CYRIL SHEPPARD offers:—

1946 M.G. T.C., 24,000 miles, spotless; £595.—Sheppards Hill, Reading, Sonning 2345. [6438

B. J. HUNTER, Ltd., offer:—

1949 M.G. 4¼-litre saloon, most attractive car; £650.—Below.

1948 M.G. 1¼-litre saloon, exceptional condition throughout; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GLANFIELD LAWRENCE offer

1949 (Nov.) M.G. T.C., black, 19,000 miles only, a very genuine and exceptional specimen; £499; choice of two.—407, High Rd., N.12. Finchley 0091. [C2055

H. BEART & Co., Ltd., offer:—

1953 (new) M.G. T.D. 2-seater for immediate delivery.—102, London Rd., Kingston-on-Thames. Tel. 5348. [C1081

GUY SALMON AUTOMOBILES offer:—

1951 M.G. 1½-litre saloon, 19,000 miles, one owner; £695; immaculate condition.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

PARADE MOTORS (MITCHAM), Ltd., offer:—

1946 M.G. T.C., black and green, all good tyres; £375.

1946 M.G. T.C., black and red; £365.

1938 M.G. T.A., red and silver; £285.

1934 M.G. T.A., black and blue, many extras, a little specimen; £199.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3592. [C5036

1953 (new) M.G. T.D., immediate delivery; £751/19/2.

1950 (July) M.G. 1½ saloon, green, with green leather, genuine 24,000 mls., as new; £650; terms exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6207

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

M.G.

ROYS offer for £135 deposit or £399 cash, 1947 T.C. 2-seater with radio, low mileage.

ROYS offer for £117 deposit or £350 cash, 1939 M.G. 1½ sports saloon, low mileage, really excellent.

ROYS offer for £99 deposit or £297 cash, 1939 T.A. drop head coupe, good.

ROYS offer for £92 deposit or £275 cash, 1937 T.A. 2-seater, well above average; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C5059

£625.—M.G. Midget 2-seater sports 1952, cared for by one enthusiastic owner.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 5348. [0082/R

1938 M.G. 1½-litre d/h coupe, grey, radio; £250.—Parker, 51, Allington Rd., Hendon 2263. [6387

M.G. T.C. 2-seater, October, 1947, splendid condition; £385.—Oliver, 24, Downview Rd., Worthing 620. [6183

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0590/R

1948 model M.G. 1¼ saloon, excellent; £525.—Moores, Jaguar House, Western Rd., Hove 38678. [6411

1949 M.G. T.C., green, 26,000 miles, excellent condition; best offer over £475.—123, Rustlings Rd., Sheffield, 11. [6252

M.G. 1½-litre V.A. 1939 saloon, excellent condition; £525 o.n.o.—Barnes, 4, Kingsbury Sq., Aylesbury. Tel. 466. [6180

1952 1½-litre saloon, maroon, one owner, 12,000 miles, immaculate; £765.—Campbell Symonds, Arnold 2246. [C1037

£260.—M.G. P.A. 4-seater, reconditioned regardless of cost, this car is immaculate.—"Wayside," School Rd., Marton, Blackpool. [6179

£365.—M.G. 1½-litre 1938 sports saloon, really superb appearance and condition, very good tyres, host extras, beautifully kept, choice 3.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchanges, h.p. [C1017

165 gns.—M.G. Midget, late 1952, 8hp 2-seater, metallic blue, P-type body, excellent condition; terms, exchanges.—Rowland Smith, below.

525 gns.—M.G. Midget, November, 1949, T.C. 2-seater, black, fawn leather, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

325 gns.—M.G. Midget, late 1939 T.B. 2-seater, black, blue leather, excellent condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

M.G. 1¼ saloon, absolutely as new, new tyres, seat covers, heater, special horns; £595; terms and exchanges.—Ruthers, Romford 2332. [6104

1949 M.G. 2-str., immaculate, one owner; £495.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

1949 M.G. 1½-litre saloon, silver green with beige leather, one owner, excellent condition; £619.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [5267

1949 (Nov.) M.G. T.C., black, 19,000 miles only, a very genuine and exceptional specimen; £499; choice of two.—407, High Rd., N.12. Finchley 0091. [C2055

1952 M.G. T.D. 2-seater, immaculate, fawn, grey/red leather upholstery, radio, as new; £625; consider part-exchange.—Southwinds, Smugglers Walk, W. Worthing, Goring-by-Sea 42131. [C4027

1953 T.D., £665, registered for 6 days only, green, beige, unscratched, too small for plump owner; £685.—The Cottage, Carlise Rd., Hove. Tel. 70866. [6175

M.G. 1952 (Sept.) 1½-litre saloon, 3,600 miles, maroon, Tygan covers, spot light, immaculate condition, one owner; £845.—52, Lynch Rd., Farnham. Tel. 6519. [6169

1946 M.G. T.C. 2-str., black/red, in exceptional condition throughout, enthusiast maintained; £385.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [C5043

M.G. 1947 stage 2 streamlined racing 2-seater, placed Le Mans; £450 o.n.o.—Photograph, full particulars, write Ashton, Britannia House, Meadow Lane, Loughborough. [6115

1938 M.G. 1½ saloon, guaranteed, £320. 1937 2-litre drop head coupe, guaranteed, £240, payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C5029

M.G. T.C., late 1949, in excellent condition with 16in rear wheels, also original wheels as spares with new tyres.—See or write, Mr. M. Syddall, 149, Manthorne Rd., Grantham. [6290

PRIDE & CLARKE, Ltd.—1952 M.G. T.D., red/beige leather, 16,000 miles, one owner, many extras, £579; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C5064

ROSE & YOUNG, Ltd., offer 1949 model M.G. T.C. 2-seater, black with red leather; £595.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill station). Tulse Hill 6464. [C5057

1939 (first registration 1942) 2-litre, black M.G. saloon, low mileage on reconditioned engine, two owners only and in perfect condition throughout, wireless; £450.—Beecroft, Kensington Close, London, W.8. [6145

1947 (May) M.G. sports 2-seater, T.C. model, black/red leather, small mileage, in exceptional condition, guaranteed; £400.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [6359

M.G. 1½-litre sports saloon, metallic blue, V.A. model, absolute perfect mechanical order throughout, £250 complete overhaul May '53; nearest offer £375; no dealers.—Tel. Western 2997 (Wil. 3061 after 6 p.m.). [6251

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

BOON & PORTER, Ltd.

1952 (July) 1½ saloon, green, 11,000 miles, almost unscratched; £795.—Casteleau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1022

1946 M.G. 12hp Magnette 2-seater, in really excellent order, very good engine, fast and attractive; £185, or £90 deposit, balance over 12 months.—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tel. Ful. 7106. [6353

1949 M.G. TC 2-seater, black with red upholstery, under 1,000 miles since new reconditioned engine fitted, seat covers and other extras, taxed year, carefully maintained in magnificent condition; £575.—265, Finchley Rd., N.W.3. Ham. 6106. [6585

MAYFAIR GARAGES, Ltd.—July 1946 T.C. sports 2-seater, black, red leather, full length zipped tonneau, scrupulously maintained by previous owner, very smart car in outstanding condition throughout, £595.—Balderton St., W.1. Mayfair 3104-5. [C3009

OPPORTUNITY.—1¼-litre 12hp M.G. saloon, registered September 1947, 6,000 miles since £270 recondition, genuinely mistakeable for brand new inside and outside, everything precisely right.—Speedsters, Ltd., Horley 628. (See Sports Car column.) [C4020

JACK ROSE, Ltd., M.G. agents and stockists, offer 1952 T.D., 7,500 miles, black and beige, new condition, £625; 1949 T.C., in blue, almost unmarked, £495; new models in stock, any car in exchange.—Stafford Rd., Wallington, Surrey, Wallington 6677-8. [C3056

£675!!—M.G. T.D. Midget, 1952, immaculately finished in green with beige leather interior, fitted heater, tonneau cover, radiator muff, passlights, etc., very low mileage and practically indistinguishable from brand new, complete range of all other M.G.s from early pre-war J series, also 1½, 2 and 2.6-litre models.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. pen till 8 p.m. Write for catalogue. [C1035

CARR, BROS., Soho Garage, London, W.1 (rear "Astoria," Charing X Rd.), have wide range of these popular sports cars: model T.D. 1950, polished parts, much special equipment and lovingly cared for, at 580gns; model V.A. drop head coupe in British racing green with over £400 spent on rebuilding last year, 350gns; model K 5-seater, very sound and attractive, 190gns; model T.C. low mileage and beautifully kept, 490gns; model P.B. Midget, 235gns; delivery within days of current type model T.D., new, as advertised by makers; any demo., exchange, deferred. Open till 7 p.m. and Saturdays. Ger. 6678-9. [C1041

1949 M.G. T.C. (Oct.), black, red leather, genuine 37,000 miles, rebored, resleeved, Hepolite pistons, liners, new valves, Stage 1.A. hand ignition, new tyres 6.00×16 rear, 4.50×19 front, two 4.50 spares on special carrier, spare 19in wheel, extras radio, heater, d/d headlamps, twin fog lamps, twin stop lamps winking indicators, matching illuminated G.B. and rear number plates, reversing light, twin wing mirrors, luggage carrier, radiator muff, full length tonneau, screen spray, chrome windtones, Bluemels steering wheel, matching temp. gauge, other minor extras, excellent condition, owner purchased another car, any inspection; nearest to £500.—Walker, Old Hall, Little Over, Derby. Tel. Derby 45008 after 7 p.m. [6426

M.G. Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966/R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

M.G. in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

MAYFAIR GARAGES, Ltd.—Cash for M.G.s.—Balderton St., W.1. Mayfair 3104. [0696/R

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8641. [W3041

WANTED, M.G. 1½ saloon, around £600, for car in good condition.—Cook, Millway, Fulstow, Louth, Lincs. [6055

WANTED, M.G. Midgets, 1937-52, in good condition.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 556. [3326

URGENTLY required, 1947-51 M.G. 1½ saloons.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1439

M.G. 1½-litre saloon required in good condition; price must be reasonable; quiet colour scheme essential.—Barrett Greene & Co., Ltd., Walton, Stone, Staffordshire. [6165

M.G. Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4. [0486

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8641. [(8041/R

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141 [0504/R

M.G. Spares, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, lead springs, wheels, hubs, vertical drive assemblies; prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3053. [0433/R

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L and N, Magnette exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, W.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2288 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [0549/R

MORGAN

£600.—1952 Morgan Plus Four 2-seater, 7,000 miles, immaculate condition.—BM/Survey, London, W.C.1. [6058

1947 Morgan 4-4 2-seater, taxed, excellent condition; £335.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

18800 miles.—Morgan 4/4 blue 4-seater, 1948 model, first-class condition; £370.—Preedy, 35, Ottways Lane, Ashstead, Surrey. [6592

325gns.—Morgan 4/4 1946 2-seater, cream, red wheels, concealed hood and spare wheel; terms, exchanges.—Rowland Smith, below.

245gns.—Morgan 4/4 1939 sports 2-seater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 Morgan Plus Four 2-seater, 10,000 miles indistinguishable from new.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7735. [6372

1953 Morgan Plus 4, luxurious 4-seater, special body, swept tail, many extras, terrific performance, mileage 1,000; £850.—Ladbroke 3155. [6416

£295.—Morgan 4/4, registered 1950, blue, cream wheels, concealed hood and tonneau cover, new engine last year, sound order; terms and exchanges.—Root's Motors, 122, Portsmouth Rd., Thames Ditton, Emberbrook 2026 and 3051. [6319

1953 Morgan 2-seater, finished blue, black leather upholstery, taxed and insured, 10,000 miles only, owner going abroad; will accept £700 for quick sale.—Adams & Gibbon, Ltd., St. Thomas St., Newcastle upon Tyne. Tel. 26281. [6123

1953 (March) Morgan Plus 4 2-seater roadster, red/black leather, 4,000 miles only, new condition throughout, any inspection invited, 3 months' guarantee; £695.—Trinity Cars, Ltd., Jowett area dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054

1950 model 2-seater sports in black, fitted with twin spares, tyres hardly used, attractive appearance, terrific performance, 490 gns, numerous extras, unexpected necessity for sale, only 12,000 unmarked.—Carr Bros., Soho Garage, London W.1. (Rear "Astoria," Charing Cross Rd.) Ger. 6678-9. Any demo., exch., def. Open till 7 p.m. and Sats. Hosts of other types. [C1041

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd., The Morgan People.

WE urgently require to purchase all models Morgan cars.

WRITE, call or 'phone.

38-52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869 [W 4017

H. F. EDWARDS urgently require good Morgan for immediate cash; distance no object.—Details, please, to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7735. [0514/R

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728/R

MORRIS MINOR

RAYMOND WAY

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1950 Morris Minor convertible coupe, a really immaculate little car, extremely economical to run, beautifully maintained, fitted extras, including a new hood made to owner's specification; 479gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

PHILIP RICKARDS, Ltd., offer:—

1952 Morris Minor 2-door saloon, blue, low mileage.

1951 Morris Minor tourer, blue, 21,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

GUY SALMON AUTOMOBILES offer:—

1951 Morris Minor convertible, 20,000 miles; £495.

1950 Morris Minor tourer, green/beige leather, 10,000 miles, one owner, a perfect specimen; £475.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1952 (July) Morris Minor convertible, 8,000 miles, one owner, extras; £540.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3025

£70.—1934 Morris Minor saloon, recent complete engine overhaul, bodywork fair only.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [C2011

1953 Morris Minor 4-door saloon, A30 engine, 500 mls.; £660; light beige.—Box 8694. [6397

MORRIS Minor tourer, 1950, 19,000 miles, immaculate; £398.—Rhodes, Biddulph, Staffs. Tel. 3263. [6178

1950 Morris Minor tourer, 20,000 miles, excellent condition; £475.—Dobsons, Ltd. (Morris Agents), Staines. Tel. 801. [C1074

1949 Morris Minor saloon, fitted new heater and new front tyres, one change of owner from new, finished grey with fawn interior; £465.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457 [C5000

MORRIS MINOR

1951-2 Morris Minor tourer wanted, immediate cash waiting.—135, High St. South, East Ham, E.6. Grangewood 3834. [W4032

1949 Morris Minor saloon, maroon, beige, like new, one owner, taxed, insured; £475 o.n.o.—5, Beresford Ave., Slough, Bucks. [6256

1951 Morris Minor saloon, green, one owner, excellent condition; £545.—Dobsons, Ltd. (Morris Agents), Staines. Tel. 801 [C1074/1

1951 (May) Morris Minor tourer, one owner, 22,000 miles, black and grey, excellent order, taxed; £475.—Haskins, Ladbroke 1155. [C5027

1952 (June) Morris Minor saloon, 2-door, green, one owner, mileage guaranteed 4,200; £610.—Cranmore, Tel. 2040 Potters Bar. [C1062

1949 (October) Morris Minor saloon, green, 9,000 miles, exceptional car; £495.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

1951 Morris Minor sln., black, as new; £565.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

1952 Morris Minor tourer, black with red upholstery, 11,000 miles, beautiful condition; £550.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. [C3014

1949 Morris Minor saloon, pastel green with beige upholstery, one owner, low mileage, excellent condition; £495.—Pantiles Service Garage, London Rd., Guildford 5326. [C5035

1951 (April) Minor 2-door saloon, immaculate throughout, Thames blue, one private owner, serviced by S. & A. only, 16,000 miles genuine; £575 or near.—Business hours, Mon.-Fri., Bal. 5363. [6100

565gns.—Morris Minor 1951 saloon, pastel green, radio, heater, electric clock, loose covers, very carefully used, nearly new condition; terms, exchanges.—Rowland Smith, below.

89gns.—Morris Minor 1932 saloon, black, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith (Hampstead (Hampstead Tube). Hampstead 6041. [C4018

MORRIS Minor (June, 1952) 4-door saloon, fitted with Wade supercharger, perfect condition, 6,500 miles only; £650 or nearest offer; trial by appointment.—Tel. Grosvenor 8701 or Brookwood 3250. [6112

1953 (May) Morris Minor saloon, slate grey, with red leather, 300 miles only, one owner, ohv engine, spotless; £645; terms, exchanges.—Bradstock Motors, Ltd., Chase Rd., Epsom. Tel. Epsom 633. [6373

1952 (June) Morris Minor saloon, as new, green/beige leather, one owner, 11,000 miles only, taxed year and guaranteed; £575.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [6356

PRIDE & CLARKE, Ltd.—1951 Morris Minor tourer, black/beige leather, one owner, £479; 1949 saloons, grey/beige or green/beige leather, heater, one owner, choice of two from £469; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C5068

1953 Morris Minor, 2-door, birch grey, 900 miles only, as new in every detail £635; also 1952 (Aug.) Morris Minor saloon, birch grey, heater, radio, one owner, unusually well kept, £545; many others; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4055

Morris Minor Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CHARLES RICKARDS, Ltd., urgently require

1949—1953 cars.

56, Bayswater Rd., W.2. (Next door to Lancaster Gate Tube.) Pad. 1820. [W3050

PRIVATELY owned Minor.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

OWNER requires new Morris Minor saloon in exchange for '51 Minor owned since new mileage 28,000; cash adjustment.—Box 8564. [6064

MORRIS EIGHT

C.M.I. CAR SALES (Pri. 6623) offer:—

1939 Morris 8 2-door saloon, black, overhauled; £275.

THREE months' guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1948 Morris 8hp saloon, fawn and black, brown leather upholstery, interior and coachwork excellent, moderate mileage; £410.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

1938 Morris 8 2-door saloon de luxe; £195.

GARAGE SERVICE Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green, N.W.11. Speedwell 8692. [C2019

95gns.—Morris 8 1937 model tourer, black; terms, exchanges.—Rowland Smith, below.

245gns.—Morris 8, December, 1939, saloon, black, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£100:—1937 Morris 8 saloon, clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

MORRIS 8 2-seater, 1936, good appearance and economical, reconditioned engine, new battery, well maintained; £155.—Bourne End 535. [6400

1938—Morris 8 saloon, immaculate condition; £185.—Palmers Motors, Ltd., 4, Russell Gardens Mews, Kensington. Tel. Park 9704. [C3054

£165.—1936 Morris 8 saloon, reconditioned engine, over £100 spent, bills shown.—6, Dornton Rd., Balham. [6174

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS EIGHT

MORRIS 8 tourer, 1939, excellent mechanical condition, new hood, tyres as new; £235.—Knightsbridge 1141, night Grosvenor 2201. [6151

£375.—Morris 8 4-door saloon, black, first registered December, '47, excellent condition; bargain.—Starnes Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [5281

£350.—1946 Morris 8 Series E saloon, immaculate car, choice of two.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Batt. 1107-8-9. [C2024

1938 Morris 8 4-door saloon, leather, red, in beautiful condition, 5 excellent tyres, fog, reversing and interior lamps, taxed year, one owner in last 11 years, exceptional car; £215.—661, London Rd., Isleworth. Hounslow 0162. [6404

S.G.A. MOTORS, Morris 8 specialists, always have a good selection of saloons and tourers, all of which are thoroughly checked in our workshop and carry a 3 months' guarantee; hire purchase and exchanges; open 9-6.30 Monday to Saturday inclusive.—S.G.A. MOTORS, 14, Atherstone Mews, Cromwell Rd., S.W.7 (2 minutes Gloucester Road Tube). Western 5203. [C4063

Morris Eight Cars Wanted

REALLY good second-hand Morris 8 required.—Cobo, 30, Harley House, N.W.1. [W1086

REQUIRED immediately, good Morris 8.—Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TEN

MONTROE MOTORS offer:—

1939 Morris 10 saloons, two; from £235.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [6362

1946 Morris 10 saloon; £350.—Colliver-Fisher, Ltd., Northwood, Middx. (Tel. 777.) [5977

1948 Morris 10 saloon, in excellent condition; £460.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

MORRIS 10, 1948, black, brown leather, new engine not yet run-in, transmission overhauled, 5 brand new tyres.—Paddington 0022. [C2032

1946 (March) Morris 10 4-door 6-light sun saloon, black, brown leather, loose covers, beautifully maintained, taxed year; £375.

W. J. BROWN, Ltd., Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1947 Morris 10 sln., recommended car; £395.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2312. [C4019

MORRIS 10 1948 saloon, one owner, beautiful condition; £410; terms, exchanges.—Draysey Motors, 529, Coventry Rd., B'ham, 10. Tel. Victoria 0460. [6202

MORRIS 10 1948 (June) black saloon, green loose covers, taxed December, exceptional condition, one owner; £435.—Gordon Motors, Kenton Lane, Stanmore, Grims Dyke 992. [6168

1947 (model) Morris 10 saloon, excellent condition, £395; 3 months' guarantee.—P. T. Inwards, Ltd., 473, Cranbrook Rd., Ilford (Barkingside). Tel. Val. 1066. [6339

1938 Morris 10 saloon de luxe, a good, reliable, well kept car; £210, or £70 deposit, balance over 18 months.—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tel. Tul. 7106. [6352

1948 Morris 10 saloon, black, brown leather, one owner, splendid order throughout.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

ROYS offer for £65 deposit or £195 cash, 1939 Morris 10 saloon, good; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

MORRIS TWELVE

H. W. MOTORS, Ltd. offer:—

1939 Morris 12, finished black with brown leather upholstery; £255.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

MONTROE MOTORS offer:—

1939 Morris 12 saloon; £195

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [6363

£125.—1937 Morris 12 saloon, clean car; terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

1936 Morris 12 foursome coupe, late property of A.I.D. engineer, excellent mechanical condition, many extras, taxed year; bargain, £165.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

MORRIS FOURTEEN

195 gns.—Morris 14 1937 saloon, black, blue leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

MORRIS OXFORD

CAR MART, Ltd.

1953 Morris Oxford saloon, heater, 5,000 miles, £735.—Car Mart Ltd., 150 Park Lane, W.1. Grosvenor 3454. [C1039

SLOCOMBES, Ltd., Willesden 4869.

1951 Oxford, 14,000 miles, heater, immaculate, £625; part exchanges and hire purchase available; existing accounts settled; we close at 7.30 p.m. (Saturdays 6 p.m.).

WRITE, call or telephone Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C3017

MORRIS OXFORD

1949 Morris Oxford, black and fawn leather, low mileage, in splendid condition throughout; £525.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

£650 cash waiting for best Morris Oxford or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

1952 Oxford, black and red, heater, 4,000 miles, one owner, immaculate; £695.—Montrose Motors, Ltd., Wembley 2636/4443. [6304

1938 Morris 12hp Series III saloon, has been maintained in good order; £225.—Moss (Cambridge), Ltd., 146, Hills Rd., Cambridge. [6219

1952 (May) Morris Oxford saloon, black, red leather, heater, 14,400 miles, one owner, immaculate; £715; trade enquiries invited.

W. J. BROWN, Ltd., Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

MORRIS Oxford saloon, grey with brown leather, 9,000 miles only, most attractive; £665.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1949/50 Morris Oxford saloon, in superb condition, one owner, green, beige upholstery; £575.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1951 Morris Oxford saloon, black, brown leather, heater, any inspection invited, 3 months' guarantee; £635.—Trinity Cars, Ltd., Jowett area dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

TANKARD & SMITH, Ltd. offer 1951 Morris Oxford saloon, green with green leather, one owner, nominal mileage, fitted heater and plastic weave loose covers, exceptional condition; £625; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

Morris Oxford Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3454. [0717/R

PRIVATELY owned Oxford.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS SIX

HOME & OVERSEAS MOTORS offer immediate delivery Morris Six, finished black; terms, exchanges.—169, Finchley Rd., N.W.3. Hampstead 0087-9. [6356

Morris Six Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3454. [0675/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six. Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Morris Miscellaneous Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Morris cars.—38-52, Dudden Hill Lane, N.W.10. [W4017

MORRIS in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824/R

HATTONS will buy post-war Morris models; distance no object.—Lord St., Southport. Tel. 2268. [0798/R

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0998/R

H. F. EDWARDS urgently require good Morris for immediate cash; distance no object.—Details, please, to 23, Upper High St., Epsom, Surrey. Tel. Epsom 9400 [W2001

Morris Spares and Service

MORRIS.—Genuine spares and specialist repair service, immediately available in the West End.

SMORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1952/8574. [0342/R

OLDSMOBILE

ACRES offer:—

1948 Oldsmobile Hydramatic 6 saloon, beige and maroon and stainless steel, with grey cord upholstery, complete with seat covers, heater and radio, magnificent condition.; £825.

ACRES AUTOS, Ltd., 156 Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

DISTRIBUTORS (RAWLENCE) Ltd.—Sales, Service and spares.—Blindley Heath, Nr. Lingfield, Surrey. Tel. 330-1. [0217/R

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 8691/3903. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post- and pre-war models at good prices. [0115/R

OPEL

OLYMPIA 12, 1937, saloon, £105; inspection invited.—Pri. 6159. [6413

MAYNER MOTORS, Ltd.—Opel distributors; buyers of all models comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 3266/4944. [0526/R

195 gns.—Opel Cadet, 1938, Master Series 4-door saloon, black, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PACKARD

PACKARD car, powered by Perkins P.6 diesel engine, saloon body; any trial; price £875.—"J.F.", 19, Daneland, Cat-hill, Nr. Cockfosters, East Barnet. [6071

PACKARD limousine, March, 1938, straight eight; this car is in first class condition throughout, no occasional seats.—Bargain price to clear at The Westover Garage, Ltd., Bournemouth. [6292

£375.—December, 1939, Packard Super-eight 7-seater saloon, privately owned, chauffeur maintained; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

295 gns.—Packard 8, 1938, 34hp touring saloon, black, fawn upholstery, radio, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Packard Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co. (1940), Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0191/R

PACKARD Clipper, 1942 model or post-war, cheap.—Box 8690. [6412

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., buyers of Packard.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

7-SEATERS privately owned Limousine required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1008

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—97, Fulham Rd., S.W.3. Kensington 4858. [84028

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0469/R

PEUGEOT

1950 (Nov.) type 203 saloon, l.h.d., taxed year, this marvellous model at bargain price; £645.—Tel. Weybridge 2889. [6159

1951 Peugeot model 203 R.H.D. saloon, ivory and black, overdrive, sun roof, loose covers, heater, turbo wheel discs, etc., exceptionally smart with an outstanding performance, including road holding, steering and braking up to the finest Continental standards, condition extremely good throughout; £695; many others; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay 4274. [C4035

Pontiac Cars Wanted

METCALFE & MUNDY, Ltd., will buy your Pontiac car.—280 Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey, England. Sole Concessionaires. All services available.—Tel. Ripley 2561. [0629/R

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3546, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. [0921/R

PERFORMANCE CARS stock a selection of vehicles suitable for competitions, including 2-litre H.W.M. Alta 2-seater, 1,496cc Tojeiro M.G., Ardun Allard streamlined 2-seater, details of Formula 2 and 3 available upon request. See also under "Sports Cars." [C3041

RAILTON

A-ONE MOTORS (LONDON), Ltd.—Second to none selection; also spares, reconditioned engines and after-sales service.—18, Eccleston Square Mews, S.W.1, and 24, North Side, S.W.18. Tel. Vandyke 5181. [0533/R

1938 Railton Straight Eight Fairmile drop head Foursome, black with grey hood, everything spotless, special suspension with anti-roll stabilisers, hydroteleontrols and Newton shock absorbers, special high compression head, radio, Fram, Oilcoil, musical horns, 46,854 miles recorded; £385.—Speedsters, Ltd., Horley 628 (see "Sports Car" column). [C4020

Railton Cars Wanted

PERFORMANCE CARS urgently require Railton drop heads.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

WANTED, 1939 or 1940 Railton tourer, must have Hudsons Motors examination.—Reply Airmail with photograph to Hutson, Anchovey P.O., Jamaica, B.W.I. [6119

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Railton Spares and Service

MAJOR J. F. S. BARBER, 10, Sussex Mews East, W.2. Paddington 8639 (night Bayswater 6753).—All models available and wanted. [5778

RENAULT

WELHAMS RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, offer

1939 26hp roomy 6-str. saloon; £275.

1938 18hp foursome drop head, radio, taxed, as new; £250. [0126/R

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

1953 Renault 750 saloon, metallic blue, 5,000 miles, absolutely as new, taxed year, seat covers; £585.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [C1078

1953 (May) Renault 750cc saloon, 222 miles only, taxed year; £595 or exchange, H.P.—11, Ferrymead, Prestwich, Manchester. Tel. Prestwich 2057. [6159

1950 Renault 6hp 4-door saloon, low mileage, fitted radio, heater and flush fitting fog lamps, most economical; £495.—Pantiles Service Garage, London Rd., Guildford 5526. [C3085

Renault Cars Wanted

RENAULT in good condition for cash.—Tel. Valentine 2000 or 4674. [W2018

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

RILEY

SCOTT CARS offer:—

1952 Riley 2½-litre, radio, heater, 14,000 miles, as new; £1,085.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

BOON & PORTER, Ltd.

DISTRIBUTORS.

1953 series 2½ saloon, green, heater, 7,000 miles, in new condition throughout; £1,195.

1950 (June) 2½ drop head coupe, Riley heater, 26,000 miles, sold and serviced by us to 25-years Riley enthusiast, its only owner; £925.

1949 2½ saloon, black, radio, heater, exceptional, completely checked, serviced by us; £695.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

ELITE MOTORS, offer:—

1946 Riley 1½-litre saloon, black, brown leather, fitted with run roof and radio, excellent mechanical order, very attractive appearance; £525.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel Balham 2474 (10 lines). [C2005

B. J. HUNTER, Ltd., offer:—

1947 Riley 1½-litre saloon, maintained regardless; £650.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

MONTROE MOTORS offer:—

1937 Riley 9 saloon, pre-selector, body needs attention; £135.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [6364

SLOCOMBES, Ltd., Willesden 4869

ADELPHI, Dec., 1936, in good order; £265; part exchanges and hire purchase available, existing accounts settled; we close at 7.30 p.m. (Saturdays 6 p.m.)

WRITE, call, or tel., Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

GUY SALMON AUTOMOBILES, offer:—

1949 Riley 1½-litre saloon, green/green leather, very good condition; £775.

1938 Riley Big 4 Adelphi saloon, a reconditioned specimen car, must be seen and tried to be appreciated; £455.—Portsmouth Rd., Thames Ditton, Emberbrook 5651-2-3. [C4001

CLARKE & SIMPSON, Ltd., Riley sales and service, offer:—

1952 2½-litre saloon, black, brown leather, heater, screen washers; £995.

1950 1½litre saloon, black, beige leather; £795.

CLARKE & SIMPSON, Ltd., 49, Sloane Square, S.W.1. Tel Sloane 4727. [C1048

1951 Riley 2½-litre saloon, 19,000 miles, black, one owner, radio, heater; £995.

RIPOD, Ltd., (Rileys Purchased), 16 Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1947 Riley 1½-litre foursome drop head; £595.—Valentine 4674. [C2018

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd. Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

£585.—1946 (September) Riley 1½-litre saloon, black/green upholstery, recorded mileage 32,000, one owner.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

BEARTS, of Kingston, Riley specialists, sales, spares repairs.—102, London Rd., Kingston. Kingston 3348. [0079/R

£95.—Monaco aluminium saloon, 1932, mechanically excellent, smart cellulose, new battery.—71, Cardiff Rd., Llandaff 1549. [6255

RILEY

THE RILEY CENTRE at 189-195, Pavilion Rd., Sloane St., S.W.1 (3 minutes Sloane Sq. Tube), Sloane 8326, offer the following Rileys:—

£285.—1937 Monaco 9hp 6-light saloon.

£255.—1937 1½-litre Continental touring saloon, overhauled, taxed December.

£235.—1936 1½-litre Merlin special series, taxed December.

£185.—1935 1½-litre Lynx 4-seater tourer, taxed December.

£145.—Choice of several Monacos.

£85.—1930 Monaco, excellent.

MANY others from £55 and all with written guarantee.

AS we sell Rileys only we can offer you the best price for yours. [C5069

£159.—1936 Riley 12 saloon, clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1949 (Aug.) Riley 1½-litre saloon, black, with brown leather, 25,000 miles, as new; £765.—Below.

1947 (March) Riley 1½-litre saloon, black, with red leather, 34,000 miles, in 1950 condition throughout; £625.—Gibson's Sports Cars (Kcharch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6208

ROYS offer for £65 deposit or £195 cash, 1937 Riley 9 Monaco saloon, new timing wheels, tyres, battery, etc., recently fitted.

ROYS offer for £65 deposit or £195 cash, 1936 Riley Adelphi, original condition throughout.

ROYS offer for £55 deposit or £165 cash, 1935 Riley 9 Monaco saloon, well kept car; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8694. [C5059

RILEY 1937 1½-litre Kestrel saloon, grey with blue upholstery, first-class condition throughout; £270.—Box 8660. [6247

1951 Riley 1½, black, radio, sunshine roof, 22,000 miles, excellent condition; £750.—Montrose Motors, Ltd., Wembley 2636/4443. [6305

1950 Riley 2½-litre saloon, black/red leather, 22,000 miles, one owner; £885.—Broadway Motors, 67 High St., Hounslow. Hou. 0175. [C1028

1938 Riley Kestrel 1½-litre saloon, one owner only, very good condition; £325; p. exchange; h.p.—The Bucks Motor Co., Ltd., Aylesbury 164/5. [5726

1951 (July) Riley 1½-litre saloon, H.M.V. radio, 12,000 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1949 Riley 1½-ltr. sal., black/red, one owner, serviced from new by our works; £750.—C. A. Peto, Ltd. 42, North Audley St., W.1. May. 3051.

MARCH special sports 4-seater, 9hp, 1933; £135.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C5049

£125.—Riley Lynx 9hp, 1933, open 4-seater, green, nice condition; terms, exchanges.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Hampstead 5712. [C1052

1950 Riley 2½-litre, 20,000 miles, green, sliding roof, excellent cdtn.; £795.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1930 Riley 9, finished black with red upholstery, 2 owners, good history; £80, or near offer.—Ratcliffe (Purley Way) Ltd., Purley Way, Croydon. Tel. Croydon 3678 & 9. [6323

1939 (40 model) Riley Kestrel Blue Streak 2½-litre, 51,000 miles; no expense has been spared to keep this car in perfect order; £385.—To view, telephone Howard 2032, between 9 and 5. [6401

£225.—The finest example of a 1936 1½-litre Riley sports saloon that we have ever had the pleasure of offering; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1950 (June) Riley 2½-litre saloon, maroon/red leather, Radiomobile wireless, under 16,000 miles, a one-owner car, exceptionally well cared for; £885.—Edgar Harrison, Ltd., Mayfair 0402. [6332

1951 (July) Riley 2½-litre saloon, black and red leather, radio, heater, small mileage; £865 cash or terms.—Simm, 19, Bennett Rd., Higher Campsall, Manchester, 8. [6267

295 gns.—Riley, September, 1936 1½-litre Kestrel sports saloon, ivory and black, sliding head, leather excellent condition; terms, exchanges.—Rowland Smith, below.

165 gns.—Riley 9, December, 1935, Kestrel sports saloon, black, red leather, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1950 (Oct.) Riley 2½-litre saloon, black/red leather, one owner, low mileage, fitted heater and numerous extras; this year underwent complete chassis overhaul costing £246; £845.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

JACK ROSE, Ltd., offer 1952 Riley 1½ black and beige saloon, 12,000 miles, as brand new, underseal, screen washers, etc., £995; 1950 2½, almost spotless, £795.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry. Tel. 2146. [0446/R

ADELPHI.—Rudds offer a one owner, low mileage, chauffeur maintained 12hp 1937 saloon, in original black cellulose and unworn red leather, at £800, taxed for the year and guaranteed.—Central Station Approach, Worthing 4635. [6423

1949 Riley 1½-litre saloon; a really immaculate one-owner car, finished black with green leather upholstery, in unusually attractive condition, thoroughly recommended, written guarantee; £745; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

RILEY

CAMDEN MOTORS for Rileys.—2½-litre drop head foursome coupe, 1951 model and registered well within the year, immaculate appearance, cellulose, chrome and interior leather upholstery practically as brand new, recorded mileage 15,950 but definitely looks less, many extras, push-button built-in radio, heater, twin fog and passlights, twin wing mirrors, etc.; £1,095.

CAMDEN MOTORS for Rileys.—2½-litre saloon, late registration 1951 model, this car shows no signs whatsoever of any appreciable use, condition throughout can literally be described as immaculate, very low mileage model; £995.

CAMDEN MOTORS for Rileys.—2½-litre saloon, 1950, green, exceptional specimen, one owner since new and in practically faultless mechanical order; £845.

CAMDEN MOTORS for Rileys.—1½-litre Kestrel six-light saloon, 1937, special series engine (reconditioned last year), most attractive lines and general appearance; £295.

CAMDEN MOTORS for Rileys.—1½-litre Nuffield saloon, 1939, very bright looking car, similar in many respects to post-war model, fitted discs, etc., usual exhilarating Riley performance; £345.

CAMDEN MOTORS for Rileys.—1½-litre saloon, June, 1950, fitted heater, serviced every 2,000 miles by distributors on behalf of very fastidious enthusiast owner, original tyres just replaced by new set of Avons; £845.

CAMDEN MOTORS for Rileys.—1½-litre saloon, 1949, maroon and black, 22,000 miles, one owner and practically unblemished; £775.

CAMDEN MOTORS for Rileys.—1½-litre saloon, 1947, fitted radio, whole car in completely original condition and in really outstanding mechanical order; £595.

CAMDEN MOTORS for Rileys.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

Riley Cars Wanted

CMT R

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969/R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. [W3006

OFFER your Riley to Rudds, 65, Victoria Rd., Central Station, Worthing 4635. [6424

PRIVATELY owned Riley 1½.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

YORKSHIRE.—The Riley buyers, Barkers of Oakwood, Leeds, 8. Tel. 58236/7. [0094/R

C.N.K. MOTORS require clean pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 6841. [W4041

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

URGENTLY required, 1946-52 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1440

Riley Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd. Addiscombe 2931. [0781

READING.—Hewens Garages, Ltd., for Riley spares and service.—Tel. 1436.

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0238/R

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092/R

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; Rileys wanted in part exchange for new models.—Coventry Motor Mart, Ltd., Coventry 2146.

RILEY distributors for 20 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67 [8149

ROLLS-ROYCE

CMCR MART, Ltd.

1939 Rolls-Royce Park Ward sports saloon, black and grey with beige upholstery, guaranteed; £1,975.

1938 Rolls-Royce 25-30hp Thrupp & Maberly landaulette, black with fawn upholstery, guaranteed; £1,195.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [C1039

B. J. HUNTER, Ltd., offer:—

1933 Rolls-Royce 25hp saloon, attractive body; £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

ROLLS-ROYCE Hooper family limousine, 1950, 22 mpg; first £200.—Imperial 2511. [6190

HEARSE new 1953 Bearer, partitioned De-luxe body, seating six, on 1934 25hp. Rolls. Inspection at STATION Approach, Kew Gardens, Surrey.—Alpe & Saunders (Coachbuilders) Ltd. Richmond 1161. [6277

1937 Rolls-Royce 25/30 owner-driver semi razor-edged style saloon in very exceptional condition; £1,375.—Write Box 133, Rays, Cecil Court, W.C.2. [C2030

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

HROH. R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars offer the following selection:—

1950 Rolls-Royce Freeston & Webb touring limousine, green with beige hide, 45,000 miles; £4,250.

1949 Rolls-Royce James Young R/E sports saloon, black with blue hide, recent overhaul; £4,250.

1939 Rolls-Royce Wraith Hooper limousine, black with hide and cloth, 81,000 miles; £1,950.

1934 Rolls-Royce 20/25 Mann Egerton sports coupe blue with blue hide, 86,000 miles; £995.

WE are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C5032

RIPPON.

RIPPON.

RIPPON BROS. Ltd.,

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R

PB Ltd., offer:—

1935 20/25hp Rolls-Royce Utility, black and dark blue with dark blue leather, splendid opportunity for purchaser of such a car.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-7478. [C5035

VINTAGE AUTOS.

£50—1925 Silver Ghost chassis, fitted f.w.b.

£85—Rolls Silver Ghost stark open 4-seater.

£285—1930 20/25 owner-driver saloon.

£785—1936 Gurney Nutting sedanca de ville, £500 spent on mechanical renovations last 18 months.

OPEN for inspection till 10 p.m. 7 days a week.

VINTAGE AUTOS, 66, London Rd., Tooting. Tel. Mitcham 3951. [C4059

SWANMORE GARAGE offer:—

PHANTOM II Rolls-Royce by Gurney Nutting, irresistibly attractive lines.

PHANTOM III Rolls-Royce 7-seater by Freestone & Webb.

20-25 Rolls-Royce shooting brake, an exceptionally fine vehicle.

20hp Rolls-Royce shooting brake, equally attractive; exchanges or terms a pleasure.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers offer early delivery of new cars with standard and special coachwork, also the following used cars from their selection:

1953 Silver Wraith Hooper touring limousine, left-hand drive with automatic gearbox, under 6,000 miles, one owner; £6,600.

1951 Silver Wraith James Young sports saloon with division, 14,000 miles, one owner; £5,500.

1950 Silver Wraith enclosed drive limousine by Park Ward, face-forward extra seats, one owner, 32,000 miles; £3,500.

1937 (April) 25-30 owner-driver sports saloon by H. J. Mulliner (no division), 55,000 miles, customer's property, R.-R. history; £1,495.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C5030

TAYLOR & CRAWLEY offer:—

1939 Rolls-Royce Wraith (W.H.C.) mitred edge sports saloon by Thrupp & Maberly, 1,000 miles since complete overhaul by authorised specialist, owner-driver car of great appeal; £2,150.

1934 Rolls-Royce (G.N.C.) sports saloon by Hooper, grey and black maroon leather, good history; £575.

ROLLS-ROYCE 20hp, fine old car with Hooper limousine body; £200.

48, Kensington Court, W.8. Western 6015. [C4036

MASCOT MOTORS, Ltd. offers:—

1938 30hp Park Ward convertible sports saloon.

1937 30hp T. & M. semi razor edged sports saloon.

1935 25hp Park Ward special saloon with division.

1935 25hp Hooper sports saloon.

1933 40/50hp with new shooting brake body.

1932 25hp Freestone & Webb sports saloon.

1930 25hp T. & M. fixed head foursome coupe.

WE are anxious to purchase pre-war Rolls-Royce and Bentleys with owner-driven coachwork.

MASCOT MOTORS, Ltd., 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C5007

HEARSE, 1934/5 SK Series, Phantom II fitted partitioned 6-Bearer Deluxe Coachwork, exclusive equipment, exceptional value. £985. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006/1

ROLLS-ROYCE

JB

JACK BARCLAY, Ltd.,

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST Official Retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE—1947 Silver Wraith touring limousine by Hooper, painted black with fawn upholstery, mileage 45,000; price £2,350.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1082

1930 25hp Rolls-Royce owner-driver saloon, one owner since new, original registration book; £375, terms arranged.

1934 25hp Rolls-Royce Hooper saloon, with boot.

1936 25hp Rolls-Royce Hooper sports saloon, almost faultless mechanical condition, altogether a superlative example.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4604. [C5017

£195—21.6hp 1933 Replica, Mulliner, owner-driver saloon,—1130, High Rd., Whetstone, Hillside 5778. [6146

£85—Rolls-Royce Phantom I, landaulette.—Colin Lee, 2, River Court, Taplow, Bucks. Tel. Maidenhead 2713. [6308

1939 Rolls-Royce Wraith saloon, electric division, perfect condition, body by Hooper, full particulars.—Box 8502. [5904

1928 Rolls Phantom I limousine; £55.—Regent Hire & Service Garage, 291-295, Ballards Lane, Finchley, N.12. [6320

1930 Rolls-Royce 20-25 saloon, sound, spacious and comfortable; £295.—Baker, Highlands, Bucklebury, Berkshire. [6176

ROLLS-ROYCE Wraith, 1939, fitted most attractive drop head coupe by H. J. Mulliner, total mileage 22,600, one owner, maker's history available; £1,950. R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401-2. [C4056

ROLLS-ROYCE 1926 Phantom I open tourer, all-weather equipment, new, outstanding condition; £125.—Allen's Autos, Tel. Cheltenham 2778. [6381

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [5360

1934 20/25 Park Ward sports saloon; 1935 20/25 Hooper sports saloon; both cars in outstanding condition.—The Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [C1012

WALTER SCOTT, Ltd.—1937 30hp Park Ward limousine, black, low mileage, exceptional; £950.—59, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [C4006

ROLLS-ROYCE 20, 25 and 30hp owner-driver saloons, also limousines at specially low prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith. Riverside 7644. [6116

1935 Rolls-Royce 20-25hp 4-light sports saloon by Hooper, black with beige interior, mileage 58,000.—Full particulars from Dixons Garage, 154, West Hill, Putney, S.W.15. Putney 0596. [C1073

1934 Rolls-Royce 20/25 sports saloon, black, blue leather, outstanding example, one owner up to 1951; £745.—Clarke & Simpson, Ltd., 49, Sloane Square, S.W.1. Sloane 4727. [C1048

PRIVATE owner wishes dispose of 1936 (Nov.) 25-30 Mulliner owner-driver saloon; excellent mechanical order; immaculate; recent £400 overhaul; 1,000gns.—Box 8648. [6170

ROLLS-ROYCE 20, 4-light owner-driver saloon by Mulliner, present coachwork fitted middle 'thirties; photographs; £225 or exchange.—Colin Lee, 2, River Court, Taplow, Bucks. Tel. Maidenhead 2713. [6507

ROLLS-ROYCE and Bentley, all types offered at rational prices; inspection invited.—Frank Dale, 61, Lancaster Mews, Lancaster Gate, W.2. (2 mins. Lancaster Gate Tube Station). Tel. Paddington 4681. [C1067

1933 25hp limousine, leather, £395; P11 40/50hp ambulance, £175; 20hp Rolls-Royce caravan, £250; P1 40/50hp chassis with test body, £100.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

1927 Rolls 20hp 7-seater limousine, in good order throughout; £165; would exchange for later model; other pre-war Rolls required, various body work.—Brockleoank, 9, Weymouth St., W.1. Lan. 3126. [6151

LIMOUSINE, Super-32hp/1937, Deluxe Coachwork, black forward occasionals, delightful condition, carefully maintained reasonable cost. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

LIMOUSINE, 1938 (mileage 33,000) Phantom III (solid tappets), Windover partitions, forward occasionals, swept tail, 1950 condition throughout, magnificent carriage; £1,395.—P. Street, c/o Bank of New South Wales, Barclay Sq., W.1. [6312

1935 20-25 swept-tail Hooper limousine, £450; also 1933 20-25 limousine, wide face forward occasionals, both in fine original condition, £355.—26, Queensgate Mews, Kensington. Tel. Western 5228, before 10 a.m. [6429

1951 Silver Wraith Park Ward 6-light saloon, registered in March, 1951, upswept wing model colour light grey, a most beautiful car in lovely condition; £4,400.—J. B. Townley, Bilsborough Hall, Bilsborough, Nr. Preston, Lancs. [5378

ROLLS-ROYCE 25hp 7-passenger limousine, Sept. 1933, black, very good condition throughout, excellent chassis; £375; exchanges; hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone (Finchley), London N.20. Tel. Hillside 6671-2. [C1020

795gns.—Rolls-Royce 1937 25/30hp Hooper 7-passenger limousine, black, leather throughout, swept tail, face-forward occasionals, division, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROLLS-ROYCE

OWNER-DRIVER 30hp GGR 1938, 4-light Barker Saloon without partition, swept tail, concealed boot, mileage 19,000, leather throughout, carefully maintained, excellent history. £1,280.

LIMOUSINE 1933/25hp partitioned Hooper, black, forward occasionals, leather, carefully maintained. £495.

LIMOUSINE Phantom III, Mulliner, partition, exceptionally roomy, forward occasionals, black, rear boot, lavishly equipped, beautiful lines, mileage 44,000, two private owners. £895.

10,000 Miles 1937 Phantom III Park Ward partitioned Limousine, black, forward occasionals, lavishly equipped, really beautiful condition throughout, exceptional opportunity. £1,485.

WRAITH, 1939 Park Ward partitioned limousine, forward occasionals, carefully maintained, low mileage, reasonable cost.

ALPE & SAUNDERS always purchase Rolls-Royce. Providence Court, North Audley Street. Mayfair-2941. [C1006

ROLLS-ROYCE Phantom II sports saloon by Barker, mileage 73,000, ride control, P100 head lights, mellowtone horns, ace discs, late type mascot, good tyres and battery; whole car in excellent condition, taxed year; £475.—Merton Motors, 18, Mary St., Balsall Heath, Birmingham, 12. [6211

1948 (July) Rolls-Royce Silver Wraith, fitted with Mulliner Sedanca de Ville, additional seats, radio, heater, mileage 18,000, completely overhauled by Messrs. Rolls-Royce and fitted with 1953 modifications, not used since; list price £7,300; price £5,950.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C5040

£699!!!—Rolls-Royce 20/25 owner-driver sports saloon, magnificent chassis and beautiful bodywork by Thrupp & Maberly make this vehicle highly desirable and no one could possibly believe this vehicle to be 19 years old, very modern looking, in magnificent condition and chassis recently had £250 overhaul and cannot be faulted; 3 months' guarantee, hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. (Finchley 6221. (East Finchley Underground.) [C2052

Rolls-Royce Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 5434. [0970/R

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869 St. Albans Rd., Watford. Tel. Garston 2569. [0498/R

1925 to 1935 Rolls required, in any condition.—26, Queensgate Mews, Kensington, S.W.7. [5773

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford Middlesex. Ealing 8841. [W 5041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. [W 5030

A & S always purchase 7-passenger 25/30hp Limousines, also Coupes and Saloons with boot.

A & S urgently require Phantom II private Limousines, also Phantom III sports Saloons. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [6285

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0597/R

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [B1082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0614/R

JACK OLDING, official retailers and repairers, reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection.—18, Providence Court, W.1. [B5030/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 5362. [0064/R

ROVER 10

MONTROE MOTORS offer:—

1938 Rover 10 saloon; £235.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex, Buc. 1171-2. [6565

PRIVATE owner offers 1939 Rover 10 in excellent condition; £575 o.n.o.—Full details, Prospect 1980. [6244

1938 Rover 10 sln., very sound and clean; £295.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

ROYS offer for £65 deposit or £195 cash, 1956 Rover 10 saloon, excellent in all respects; b.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C5059

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 10

CAMDEN MOTORS for Rovers.—10hp 4-door saloon de luxe, June, 1939, attractively finished in Rover green, returned to Rovers late in 1951 for mechanical reconditioning costing £95, including work to engine and gear box, 12,000 miles only since this major overhaul, strongly recommended; £395.

CAMDEN MOTORS for Rovers.—Also a 1940 saloon de luxe at present undergoing complete respray in our workshops.

CAMDEN MOTORS the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 6 p.m. Write for catalogue. [C1055

ROVER 12

1937 Rover 12 saloon, new engine, bargain; £325; 3 months' guarantee; terms and exchanges. JACK WILLIAMS' MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

RARE coveted specimen.—1936 close-coupled 12hp 4-door sports saloon, grey, very low mileage, exceptional condition, taxed.—Hendon 9498. [5706

1938 Rover 12, entirely reconditioned engine, splendid performance; £325.—5, Fawcett Rd., Southsea, Hants. Portsmouth 70855. [6261

£565!!!—1947 Rover 12 de luxe saloon, excellent bodywork, beautiful interior, chassis 100%; 3 months' guarantee; hire purchase, exchanges. LAMBE, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1939 black, excellent condition and very reliable, two owners only, 76,000 miles; £520.—J. A. Rovill, Mytton Hall, Montford Bridge, Shrewsbury. [6406

ROVER 14

ROUNDABOUT offer:—

1947 Rover 14hp saloon, in first-class condition; £595.

ROUNDABOUT GARAGE, Western Avenue, Greenford, Middx. Waxlow 1071-5. [C3058

1936 Rover 14 sports saloon; £125; engine, etc., reconditioned 1952.—Bishopsgate 6847. [6230

1946 Rover 14 saloon, black, chauffeur maintained, excellent condition; £575.—C. M. C. Caterham, Ltd., Caterham 825. [6325

£265.—1937 Rover 14 de luxe saloon, black/brown bodywork upholstery exceptional, taxed; offers.—Latimer, Blackmore End, Wheathampstead, St. Albans. [6232

£555!!! Registered 1947 Rover 14 de luxe saloon, bodywork magnificent, interior beautiful and chassis 100%; 3 months' guarantee; hire purchase, exchanges. LAMBE, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

ROVER 16

1947 Rover 16 sports saloon, black, taxed.—Allery & Bernard, Ltd., 572, Kings Rd., Chelsea. Fla. 7345. [6330

1947 Rover 16hp sports saloon, grey with blue leather upholstery; £525.—Dunham & Haines, Luton 2100 [6157

CASS'S MOTOR MART.—1947 Rover 16 saloon, black, heater, unblemished, one owner, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1947 Rover 16, 6-light saloon, green green, excellent condition; £575.—Peter Bantock, Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

CAMDEN MOTORS for Rovers.—16hp sports saloon, Feb., 1946, resprayed earlier this year in Rover grey, very smart leather interior, heater, twin passlights and mellowtones, tailored seat covers, mechanical condition even better than the appearance; £545.

CAMDEN MOTORS for Rovers.—Also two 1947 models, one sportsman's saloon, and one six-light saloon, fitted radio.

CAMDEN MOTORS the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

ROVER 16 sportsman saloon, 1939 model, registered 1938, this car is in really excellent condition, having had very fastidious owner, bills are available to prove recent reconditioning, details too numerous to mention; offered with every confidence at £365.—K. & T., 343, Trinity Rd., Wandsworth, S.W.18. Bat. 0509. [6053

ROVER 20

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Rover 20 sports saloon, black, brown leather, one owner, 34,000 miles since new; £525.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1939 Rover 20 foursome drop head coupe, in perfect condition; £485.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1087

ROVER 60 & 75

ACRES offer:—

1950 Rover P4 saloon, finished pastel blue with leather upholstery to match, heater and radio, unmarked and as new; £925.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

R. F. FUGGLE, Ltd.

1951 Rover 75 P.4 saloon, one owner, 7,000 miles (genuine), colour black, carefully maintained since new; £1,125.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1485. [C2017

1953 (July) Rover 75 saloon, 600 miles.—Weybridge 600. [C4023

1951 Rover 75, black, beige upholstery, 15,000 miles, carefully used, and in exceptional condition throughout, outstanding value at £995.—John E. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4035

ROVER 60 & 75

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1951 Rover P4, green with grey leather, one owner, 24,000 miles; £1,045.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

BROOKLANDS: Individuality, new and used cars.

FIRST registered January, 1952, Rover 75 saloon.

1950 Rover P4 saloon, 15,000 miles.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1948 Rover 60 saloon, black/green, radio, heater, 25,000 miles, excellent condition.

1950 Rover P.4 saloon, blue, radio, excel. cond., mileage 23,000; £975.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [C4029

£755!!! 1948 (late) Rover 75 de luxe saloon, in spotless condition just as a Rover should be; 3 months' guarantee; hire purchase, exchanges. LAMBE, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

1953 Rover P5 saloon, 2,500 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

ROVER 75, ex works February, 1952, dark green saloon, flawless condition; £1,200.—Tel. Stratford-on-Avon 3584. [6419

1952 (July) 75 saloon, green with grey leather, one owner; £1,195.—Jack Olding & Co., Ltd., Audley House, North Audley St., W.1. Mayfair 5242. [C3050

CAMDEN MOTORS for Rovers.—75 saloon, 1951, in black, very low mileage indeed and practically indistinguishable from new; £1,095.

CAMDEN MOTORS for Rovers.—75 saloon, 1948, sportsman's 4-light model, very late registration, a beautiful car, fitted radio, heater, etc.; £795.

CAMDEN MOTORS for Rovers.—75 saloon, 1948, somewhat earlier registration than above, a very nice car all round, fitted heater but no radio; £725.

CAMDEN MOTORS the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1951 Rover P4 saloon, colour blue, fitted H.M.V. radio, taxed year, a car worthy of inspection; £1,075.—Evans (Wimbledon) Ltd., Rover main dealers, Alexandra Rd., Wimbledon 0163. [6317

1951 model Rover P4 saloon, black, genuine mileage 900 only, one owner, practically unused; £1,175.—Mann Egerton & Co., Ltd., Prince of Wales Rd., Norwich. [6085

1952 Rover P4, black, red leather, radio and heater, immaculate, one owner, nominal mileage; £1,225.—Cox's Motors, 11/15, Conduit St., Leicester 60319. [C1059

1948 Rover 60, one owner, 22,000 miles, perfect condition throughout; £745; terms, part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1948 Rover 75 saloon, black with brown leather, new tyres, chauffeur kept, in excellent order throughout, trade enquiries or cash either way.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [5111

H. A. SAUNDERS, Ltd., of Worcester.

1952 Land-Rover, green with green leather, 19,000 miles only by one careful owner; £468.

AUSTIN House, Worcester. Tel. 2368. [C4005

GUY ALFREDS & Co., Ltd.—Land-Rover, 1949/50.—6-7, Warren St., W.1. Euston 3268 [C1005

1951 Land-Rover, one owner, excellent condition, mileage 14,000; £400.—Box 8653. [6206

1952 Land-Rover, 16,000 miles, one owner, in exceptional condition; £465.—Harvey Hudson, Ltd. (the Land-Rover Specialists), South Woodford, E.18. Wanstead 0056. [C2039

£398.—Land-Rover 4-6-str., general purpose 9 vehicle, very well equipped, exceptionally good condition, re-con. engine just fitted, special opportunity; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchanges, h.p. [C1017

1952 Land-Rover, 3,000-odd miles, 7in oversize Fort Dunlop tyres, as new; also available trailer, new, specially built, 17ft×7ft, mahogany floor, wheels oversize 16×7 for Land-Rover, etc., new, unused; £160, cost over £200.—Facilities, Ltd., 64, High St., Epsom. [6326

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

£450 offered for small mileage Land-Rover, private buyer.—Please write 207, Castle Drive, Pevensey Bay, Sussex. [6248

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CAR MART, Ltd.

1951 Rover 75 P4 saloon, heater, 18,000 miles; £1,095.

1947/48 Rover 12hp tourer, heater, guaranteed; £595.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

BEARTS of Kingston, Rover Specialists, sales, spares repairs.—102, London Rd., Kingston. Kingston 5548 [0080/R

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FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029/R

Rover Miscellaneous Cars Wanted

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THE CAR MART, Ltd., wish to purchase Rover cars.—105, Park Lane, W.1. Grosvenor 3434. [0971/R

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COOMBS & SONS (GUILDFORD), Ltd

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R

ROVER 1949 75 model saloon required, under 20,000 miles.

ARNOLD G. WILSON, Ltd., Regent St., Leeds, 2. Tel. 34681 (5 lines). [4793

REALLY good second-hand Rover required.—Cobb, 30, Harley House, N.W.1. [W1066

CASS'S MOTOR MART require carefully used Rover.—Euston 4110 and 3523. [W1000

PRIVATELY owned Rover P4.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

LOW mileage post-war Rover wanted.—Bloxam, Whiteweb, Chalfont St. Peter, Bucks. Pinner 494. [W1085

REQUIRED immediately, good Rover.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 116. [W2000

BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

£1200 cash waiting for best Rover or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Rover cars required.—521, Romford Rd., Forest Gate, E.7. Maryland 4818. [0436/R

Rover Spares and Service

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialized service.—Tel. Datchet 54. [0047/R

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0437/R

BARKING.—For full stocks of spares and genuine service for Rover owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0518/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555/R

SIMCA

£525!!—1948 (registered 1951) 1,100cc Simca 4-door sports saloon, very small mileage, 35mpg and 75mph, taxed.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [C2009

SINGER

CAR MART, Ltd.

1947 Singer, 9hp roadster, guaranteed; £395.—Car Mart Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

B. J. HUNTER, Ltd., offer:—

1951 Singer S.M. saloon, well-kept car; recommended; £595.

B. J. HUNTER, Ltd., 92, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

H. M. BENTLEY & PARTNERS Ltd., offer:—

1951 Singer S.M.1500, one owner, 13,000 miles; £585.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

1953 Singer Roadster 1500; £665.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 7611. [C2010

1951 Singer, SM 1500, black, excellent condition, 18,000 miles; £535.

OVER HALL GARAGES, Ltd., Staines Rd., Bedfont, Middlesex. Ashford 2523. [6428

GUY ALFREDS & Co., Ltd.—1951 series Singer SM 1500, low mileage, unmarked, taxed, extras; £585.—6-7, Warren St., W.1. Euston 3268. [C1005

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SINGER

SINGER Super Twelve 1948, radio, heater, excellent condition, regularly serviced; £400.—Wembley 8924. [6182

1951 Singer sports 4-seater, guaranteed 13,000 miles, f.f.s.; £485.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4051

SINGER Le Mans 4-seater sports, 1956, privately owned and maintained, perfect throughout, must be seen; £225.—Tel. Wanstead 8091. [6250

1947 Singer sports, £375; part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 5536. [C2048

1952 (April), exceptional SM 1500 saloon, low mileage; business reason for private sale. £700.—75, Corringham Rd., N.W.11. Speedwell 6379. [6435

1938 Singer 9 Bantam saloon, in good condition throughout, 4 brand new Goodyear tyres; £150.—91, Garratt Lane, Wandsworth, S.W.18. Bat. tersea 5770. [C4062

1937 Singer sports saloon, reconditioned throughout, enthusiast's car; £245; part exchange terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 5536. [C2048

1936 Singer Le Mans, large sump model, enthusiast maintained, regardless cost, spares; nearest £250; illness reason for sale.—Snell, 26, Lichfield St., Wolverhampton. Tel. 23281. [6390

1951 Singer 9 sports roadster (4-seater), excellent condition; £395; 3-month guarantee.—P. T. Inwards, Ltd., 473, Cranbrook Rd., Ilford (Bark side). Tel. Val. 1066. [6340

245 gns.—Singer 9, late 1939, sports 2-4-seater Roadster, apple green, green leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£170.—1935 Singer 9 Le Mans 4-seater sports saloon, in truly excellent condition; owner Capt. Hince posted overseas, quick sale; can be seen from July 24—Aug. 6, at 64, Elxtree Rd., Harrow Weald, Middx. Tel. Grimsdyke 985. [6377

Singer Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3, Ham 6041. [W4018/H

B. J. HUNTER, Ltd.,

URGENTLY require good Singers.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

SINGER in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

Singer Spares and Service

RECONDITIONED units and spares.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 43091-2. [7254

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes S.W.13. Riverside 6496. [0754/R

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. [0605/R

MANCHESTER, South Lancashire, North Cheshire: specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Deansgate 4507. [0390/R

H. F. EDWARDS urgently require good Singer for immediate cash; distance no object.—Details, please, to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

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DON'T come to us if you wish to purchase a post-war "modern" or pre-war "bred and butter" car. (We hate 'em.) But if you require a good thoroughbred vintage sports or Continental car we have the finest stock in the country. Always 60 cars for the enthusiast from £60 to £500. As our stock is constantly changing, by the time you read this advertisement most of the cars we would have advertised will have been sold. Kindly phone, write or call for the car you require. Immediate h.p. terms and insurance on any car. We are open till 10 p.m. for inspection 7 days per week. VINTAGE AUTOS, 66, London Rd., Tooting. Tel. Mitcham 3951. [C4039

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MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. [C3013

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SPORTS and vintage car specialists.

ASTON MARTIN 1934 Mark II short chassis specially built 2-seater; £395.

BENTLEY 1928 4½-litre V.D.P. 4-seater, engine just rebuilt; £325.

INVICTA 1935 4½-litre 4-seater. Concours condition throughout; £575.

JAGUAR 100 1941 2½-litre, 23,000 miles from new, perfect; £535.

LAGONDA 1938 2-litre tourer, three owners only, very good mechanically; £150.

MG 1934 K3 Magnette, new 2-seater coachwork, engine rebuilt; £275.

WELLESLEY Court Rd. (George St.), E. Croydon. Croydon 2555. [C4044

BERT MASON SPORTS CARS offer:—

£125.—Wolseley Hornet special super sports 2-seater, fitted radio; £135, A.C. Greyhound sports saloon, nice condition and very potent; £190, Lagonda Rapier 10hp special sports 2-seater, immaculate British racing green; £125, Jaguar 2½-litre saloon; £85, Singer 9 sports saloon; £68, Morris 10-4 saloon. Hire purchase on every vehicle; open till 10 p.m.

BERT MASON SPORTS CARS, 77, Cricketfield Rd., Clapton, E.5. Amherst 1614. [6431

BENTLEY 4½-litre tourer with exceptionally lovely lines, fitted famous "D" gear box; genuine reasons force sale at gift price, £295 o.n.o.—Box 8563. [6051

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ALLARD J.2 streamlined 2-str., Ardan heads, 1950, £645; Allard 91P sports saloon, 1951, £665.

ALLARD 71K d.h. coupe, 1949, £445; Allard 71K 2-str. roadster, 1949, £425.

ASTON MARTIN 1½ Bertelli tourer, 1930, £245; Aston Martin 1½ Le Mans 2-str., 1934, £325.

ALFA-ROMEO 2.6 s/c Castagna coupe, 1934, £545; Alfa-Romeo 17/50 d.h. coupe, 1929, £295.

ALVIS Speed 20 tourer, 1954, £225; Alvis Speed 20 tourer, 1952, £175.

ALVIS Speed 25 d.h. foursome, 1957, £275; Alvis 4.5-litre sports saloon, 1958, £295.

BENTLEY Blue Label tourer, 1924, £145; Bentley Blue Label saloon, 1926, £175.

BENTLEY Blue Label d.h. coupe, 1924, £195; Bentley Red Label 2-str., S.S. series, 1925, £295.

BENTLEY 4½-litre, rebuilt '46, sliding door, razor-edge saloon body, 1929, £595.

BENTLEY Red Label V.D.P. tourer, 1926, £245; Bentley Black Label V.D.P. tourer, 1929, £295.

FRAZER NASH-B.M.W. Type 40 d.h. foursome, 1937, £245; B.M.W. Type 55 coupe, 1936, £525.

FRAZER NASH-B.M.W. Type 250 d.h. foursome, 1959, £345; F.N. 1½-litre 2-str., 1930, £195.

FORD V.8 Model 01A saloon, 1948, registered, £245; Ford V.8 Model 78 coupe, 1937, £165.

FIAT 500 cabriolet, 1957, £165; Hudson Terraplane 17hp saloon, 1958, £245.

H.W.M. Alta 2-litre competition 2-str., one of the three original team cars 1952, £845.

JAGUAR 3½-litre sports saloon, 1939, £255; Leafrancis 12/40 2-str. sports, 1929, £145.

LAGONDA LG.45 d.h. foursome, 1936, £595; Lagonda 4½-litre M45 V.D.P. tourer, 1934, £265.

LAGONDA 4½-litre sports sal., 1934, £145; Lagonda 4½-litre M45 2-door sports sal., 1934, £175.

LAGONDA 2-litre V.D.P. tourer, 1932, £125; Lagonda 3-litre V.D.P. tourer, 1931, £145.

LAGONDA 3-litre coachbuilt utility, 1934, £145; Lagonda 16/80 V.D.P. tourer, 1933, £195.

LAGONDA 10hp Rapier tourer, 1934, £215; Lagonda 10hp Rapier d.h. coupe, 1936, £245.

MORGAN Plus 4 2-str. roadster, 1951, £645; Morgan Plus 4 2-str. roadster, 1952, £655.

MORGAN 4/4 10hp 2-str., 1957, £225; Morgan 4/4 10hp 2-str., drop head, 1959, £255.

MERCEDES-BENZ 58/250 2-str. coupe, specimen, 1951, £395; 540K cabriolet, 1938, £545.

M.G. See large selection under M.G. column; also spares and service.

RILEY 1½-litre Nuffield saloon, 1939, £325; Riley 12 Lynx tourer, 1934, £175.

ROLLS-ROYCE 20 Park Ward coupe, 1924, £245; Rolls-Royce Ph. I limousine, 1928, £95.

ROLLS-ROYCE 20/25 Salmon cabriolet, 1933, £445; R.R. 20 chassis only; working order, 1926, £95.

SINGER 9 Le Mans 2-str., 1954, £175; Singer 1½-litre Le Mans 2-str., 1934, £195.

VAUXHALL 30/98 tourer, 1933, £195; Vauxhall 14 4-str. tourer, 1937, £185.

WOLSELEY Hornet 12hp d.h. foursome, 1934, £175; Wolseley 25 d.h. coupe, 1938, £295. [C3041

B. & G. MOTORS offer:—

£150—Alvis 12hp Firefly drop head coupe, green, fast and attractive car.

£150—M.G. 12hp N-type Magnette open 4-seater, red, Windtone horns and many other extras.

£145—Singer 9 1936 open sports 4-seater, green, lovely little engine, fast and attractive.

£145—M.G. 6hp J2 open sports 2-seater, red, slab tank and all the gubbins.

£139—Austin 7 Nippy open sports 2-seater, 1936, red, smart little car and a bargain at this price.

£135—Wolseley Hornet 12hp Patrick Special open 4-seater, twin carbs and goes like a bomb.

£125—Singer 9 open sports 4-seater, red, 1934, very pretty and goes beautifully.

£120—M.G. 12hp special sports 2-seater, extremely pretty bodywork, good battery, etc.

£110—Wolseley Hornet E.W. Daytona special 12hp fourseat drop head coupe, immaculate red bodywork, twin carbs.

£105—Ford 8 1934 open sports 4-seater, red, goes like 7 scalded cats, excellent hood, etc.

£105—Austin 7 1935 Pearl cabriolet, taxed December, in lovely order, bargain to clear as closed car.

£59—Morris 8hp special sports 2-seater, aero screens, very sporty and goes jolly well too.

MANY others, terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

ROWLAND SMITH'S for sports cars.

525 gns.—M.G. Midget, November 1949, T.C. 2-seater, exceptional; terms, exchanges.—Rowland Smith, below.

425 gns.—Allard, October 1948, sports 4-seater; terms, exchanges.—Rowland Smith, below.

325 gns.—Austin 4/4, 1948, sports 2-seater; terms, exchanges.—Rowland Smith, below.

325 gns.—M.G. Midget, late 1959, T.B. 2-seater; terms, exchanges.—Rowland Smith, below.

295 gns.—Sterr, 1957, 18/55 supercharged sports Roadster; terms, exchanges.—Rowland Smith, below.

245 gns.—Morgan 4/4, 1959, sports 2-seater; terms, exchanges.—Rowland Smith, below.

245 gns.—Frazer Nash-B.M.W. 1957 model 2-litre convertible sports coupe; terms, exchanges.—Rowland Smith, below.

175 gns.—Lagonda, 1952, 2-litre twin ohc Continental sports tourer; terms, exchanges.—Rowland Smith, below.

165 gns.—Riley 9, 1955, Kestrel sports saloon; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

SPORTS CARS

CHIPSTEAD MOTORS, Ltd., offer at sensible prices:

ALVIS Speed 25, 1957 sports saloon, bills available for approximatey £400 mostly at Alvis, specimen chassis.

ALVIS Speed 25, 1958 sports saloon, black, light blue leather, discs, etc., chrome luggage rack, specimen.

BENTLEY 1927 Red Label v.d.p.; this car was under maker's guarantee until 1945, immaculate in every way, Le Mans specification, speed 6 brakes.

B.M.W. type 329 late 1939 streamlined competition 2-seater, heavy duty axle, late property of well-known racing driver, terrific performance.

DELAGE DC.70, beautiful streamlined sports saloon, body finished in metallic bronze, fawn leather, total great.—this car has to be seen.

DELAGE D.8.120 1938 model, most attractive l.d.h. coupe body, recellulosed dual blue, new plastic leather hood, rechromed, Cotal gear box, chrome outside exhausts, beautiful car, ready shortly.

FORD V.8 utility, late 1937, excellent condition, new tyres, recellulosed.

JAGUAR 100 competition 2-seater, late 1939, 2½-litre Scintilla mag, luggage rack, etc., specimen.

JAGUAR, late 1952, Mark VII, one owner, black and red, radio, heater, low mileage, immaculate.

LAGONDA 4½ 1954 model sports 4-seater, reconditioned engine, new hood, black, green leather.

LAGONDA LO45 1937 model pillarless sports saloon, immaculate condition, bills available for £241 overhaul, radio, Ace discs, bumpers, etc.

M.G. TD 1½hp Tickford drop head coupe, September 1959, many extras, specimen.

RILEY Kestrel, July, 1956, sports saloon, light blue, exceptional condition throughout.

ROLLS-ROYCE 1931 fitted with very modern new streamlined sports saloon body, Ace discs, new P.100 lamps, fine new Fort tyres, push-button radio, etc., etc.

SUNBEAM-TALBOT 1947 2-litre sports 4-seater, racing green; very fast.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2, offer:—

1950 (Dec.) special 2-seater sports drop head coupe, 100mph Riley chassis, Mercury engine, 4-speed manual gearbox, Columbia rear axle, two ratios, body alone built at a cost exceeding £600; dark green, brown leather, a very pretty car; £550. [C1001

£125.—Austin 7 special sports 2-seater, rebuilt and re-registered 1949, an amazing little car; £65 down.—Below.

£195.—Miles Nash super sports 2-seater, fitted Ford V.8 engine, terrific performance; £80 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

SPEEDSTERS, Ltd.—The best conditioned sporting cars in this country.—Offices at "Old Straddles," Cross Oak Lane, Salford, nr. Redhill, Surrey. Horley 628. [C4020

BUCKLER 1,172cc, ready to race, special carburettor, manifolds, Aquaplane head, very fast, full road equipment, sale due to personal injury; £465.—W. A. Liddell, Fullerton Grange, Andover, Hants. [6184

CHILTERN CARS offer: Alfa-Jaguar, Alvis, Aston Martin, Austin, Bedford, Bugatti, Citroen, Frazer Nash-B.M.W., Invicta, M.G., Railton, Riley and Volkswagen from stock; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [C1045

TALBOT 110, the famous ex-Mike Couper car, re-bodied and re-registered 1949 with cowled front and large beetle tail with concealed 45-gallon tank, just rebuilt mechanically regardless of expense, high compression pistons, etc., 3.46 axle ratio, in faultless condition throughout; this car is capable of 130 m.p.h., but at the same time, tractable and economical; price £525.—Merton Motors, 18, Mary St., Balsall Heath, Birmingham 12. [6212

JOHNSON & BROWN offer Aston Martin Le Mans 2.4-seater, 1955, £295; M.G. 2-litre 1957 saloon, £175; Bugatti type 43A 2-seater, £250; Bugatti type 50 2-seater, £650; Alfa-Romeo 1955 1,750cc supercharged 2-seater, like new, £850; Alfa-Romeo 1959 2.3-litre saloon, £895; Alfa-Romeo 1924 3-litre Tickford all-weather, £145; see also under "Lagonda," "Allard," "Alfa-Romeo" and "Riley."—Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C5049

£750!!!—Horch 5-litre magnificent 4/5-seater drop head coupe, first registered by titled owner in 1946, this vehicle having independent front and rear suspension designed by the foremost Continental engineer has all the qualities of performance and road holding attributed to the finest European racing cars, this vehicle is magnificent, if you drive it you would buy it, there is nothing to compare with it; photograph on request; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/425, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

WEST LONDON MOTOR MART.—Austin 16 saloon, £95; Austin 7, £55; Alvis Firefly d/h foursome, £95; Alvis Speed 20 d/h coupe, £125; Armstrong 12, £65; British Salmson d/h coupe 12hp, £145; Citroen 12, £55; Commer van, £55; Ford 8, £95; Hillman 10 d/h coupe, £95; Jaguar 1½-litre saloon, £175; Lagonda 2-litre tourer, £145; M.G. 12 Magnette tourer, £145; M.G. 8hp 2-seater, £95; Morris taxi, £10; Morris 16 saloon, £50; Morris 12 saloon, £45; Morris 8 saloon, £110; 1951 Morris 12 fixed head coupe, £165; Riley 9 Victor Gillow tourer, £165; Riley 9 sports tourer, £85; Riley 9 tourer, £145; Riley 9 saloon, £75; Rover 14 saloon, £175; Rolls-Royce 1926 20hp chassis, £75; Rolls-Royce Phantom 1 limousine, £95; Rolls-Royce 20 owner-driver saloon, £165; Sunbeam 21hp saloon, £70; 1950 Standard 8 saloon, £165; Singer 9 tourer, £45; Talbot 18 saloon, £45; Triumph Dolomite, £165; Wolseley 12 saloon, £75; Wolseley 12 d/h foursome, £175.

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. Ealing 6842. [C3041/1

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3, Ham 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Sports Cars Wanted

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middlesex. Ealing 8841. 107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753/R

S.S.

1934 S.S. tourer, 20hp, good condition; reason for selling taken delivery of new car; £155.—Box 8655. [6223

STANDARD 8

GATEHOUSE offer:—

1947 Standard 8 saloon, black, in excellent condition; £525.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

H. W. MOTORS, Ltd., offer:—

1946 Standard 8 saloon, finished black with brown upholstery; £275.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

1939 Standard 8 d/h coupe, general condition good; £190.—Moss, 58, Holbrook Rd., Cambridge. [6218

1946 Standard 8 tourer, one owner, well maintained; £265.—124, Fulham Rd., S.W.3. Ken. 0712 (evenings). [6121

TANKARD & SMITH, Ltd.—1940 Standard 8 saloon, black/blue upholstery; £240.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

1946 Standard 8, very good condition, colour black.—Herbert & Mills, Ltd., Ot. Portland St., W.1. Langham 3506-7. [C2036

£350—Standard 8 1947 sln., particularly well kept, small mileage, tyres as new, tip-top mechanically, choice of 4.—BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges, h.p. [C1017

TANKARD & SMITH, Ltd., offer 1948 Standard 8 tourer, finished in grey, blue upholstery, reconditioned engine, brakes relined, general condition very good throughout; £315.—Below.

345gns.—Standard 8 1946 saloon, black, sliding head fawn leather, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

STANDARD 9

MONTROE MOTORS offer:—

1939 Standard 9 saloon, black; £185.—MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [6367

£155—Standard 9 1936 2-door saloon, 11,000 miles since reconditioning of engine, etc., really excellent little car.—Kiddey & Thompson, Ltd., 345, Trinity Rd., S.W.18. Batt. 0509. [6305

ROYS offer for £75 deposit or £225 cash the cleanest and most original 1938 Standard Flying 9 saloon you'll ever see, radio fitted, h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C5059

STANDARD 10

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1938 model Standard 10hp 4-door sliding-head saloon, black, 2 owners since new, above average, £250.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C5012

STANDARD 12

RUSSELL MOTORS offer:—

1947 Standard 12 saloon, 33,000 miles, black; £395.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

£185—1939 Standard 12 saloon, clean car.—Below.

£100—1937 Standard 12 saloon; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

89gns.—Standard Flying 12, late 1936, de luxe saloon, grey, sliding head, blue leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

STANDARD 14

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1948 Standard 14 de luxe saloon, original black cellulose, brown leather interior; 599gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. (Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

1938 Standard 14hp d/h coupe, black, Ranelagh coachbuilt, recon. engine, moderate bodywork, well shod; £165.—Richmond 5447. [6056

COMPARE this value!!—1948 Standard 14 saloon, new engine recently fitted, 1 owner; £395!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1948 privately owned de luxe saloon, 34,450 miles, black, green interior, heater, H.M.V. radio; £435.—White Lion Hotel, Bury St. Edmunds. Tel. 21. [6262

STANDARD 14

1946 Standard 14, excellent condition, reconditioned engine last April, one owner; £360.—Tel. Guildford 62219 or write 15, Abbots Close, Guildford. [6395

1948 Standard 14 saloon, engine recently overhauled, excellent condition; £425; 3-month guarantee.—P. T. Inwards, Ltd., 473, Cranbrook Rd., Ilford (Barkingside). Tel. Val. 1066. [6542

ARCHIE SIMONS & Co., Ltd.—1947 Standard 14 saloon, colour grey, reconditioned engine recently fitted, radio, in excellent condition throughout; £375.—94, Gt. Portland St., W.1. Lan. 1543. [C4013

£465!!! Dear but worth it. We guarantee when you look at this car you have never seen such a beautiful specimen unworn model 1948 Standard 14, but literally in 1952 condition; 3 months' guarantee; hire purchase, exchanges.—LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

STANDARD 16

1932 Standard 16 saloon, fair condition, good running order; £60, o.n.o.—Mr. Lee, 94, Clapham Manor St., S.W.4. Mac. 4100. [6216

STANDARD VANGUARD

CAR MART, Ltd.

1950 '51 Standard Vanguard saloon, guaranteed; £575.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

COACHCRAFT offer:—

1950 Estate brake, works body, one owner, reconditioned unit just fitted, all good tyres, excellent condition throughout; £525 o.n.o., 3 months' written guarantee, terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

OVERSEAS CARS, Ltd., offer:—

1952 Standard Vanguard saloon, grey, one owner, excellent condition; £675.—For other Overseas Car Bargains see page 41.—OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3031

H. A. SAUNDERS, Ltd., offer:—

1949 Standard Vanguard saloon, black with blue upholstery, radio and heater, recorded mileage 27,300; £545.—842, High Rd., N.12. Hillside 5272 (6 lines). [C2027

836

1952 Standard Vanguard, black, genuine mileage approximately 11,000, well maintained.—ARLINGTON MOTOR Co., Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2760. [6274

1953 (July) Phase II Vanguard saloon, just purchased, privately; £885.—Box 8418. [5717

STANDARD Vanguard 1951, tax to Dec., perfect condition; £550.—Sussex Motors, Ambassador 5025. [6514

1952 Vanguard, black, condition as new; £650.—Montrose Motors, Ltd., Wembley 2636/4443. [6306

1951 Vanguard saloon, fitted radio and heater, 14,000 miles, outstanding condition; £695.—Below.

200 miles.—1953 Vanguard Ph. II saloon, radio, heater, overdrive, £995.—British & Colonial Motors, 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588 [C1027

1950 Vanguard, grey, heater, 14,900, showroom condition; £575.—Fish, South Petherton, Somerset. [6222

1952 Standard Vanguard saloon, black, brown leather, heater, excellent condition throughout; £695.

1951 Standard Vanguard saloon, blue, red leather, heater, radio, low mileage, taxed year; £625.—JOHN WILSON AUTOS, Ltd., Sanderstead Rd., Sth. Croydon. Sanderstead 4260 [C4055

£695—Standard Vanguard saloon, 1952, black, one owner, heater, overdrive unit fitted for economical cruising.

£595—Standard Vanguard, 1951, maroon, full equipment with leather, heater, radio, perfect condition.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

1949 (November) Vanguard estate car, grey, red leather interior, radio and heater, one owner, in excellent condition throughout, taxed; £535.—COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [C1054

1949 (Nov.) Vanguard sal., one owner, grey, radio, heater, covers 32,000 miles; £495.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338 [C4029

VANGUARD late '49 with 1950 features, new engine, one owner, any trial; £475; terms; exchanges.—Draysey Motors, 529, Coventry Rd., B'ham, 10. Tel. Victoria 0460. [6199

KENTISH & THOMSON, Ltd.—1951 (Oct.) Standard Vanguard saloon, comet blue with red leather, 24,000 miles; £595.—564-6, Wickham Rd., Croydon, Springpark 3477. [C2047

1952 Standard Vanguard Estate, low mileage, one owner, radio, heater, leather, covers, overdrive.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C5006

NAYLOR & ROOT.—1951 Standard Vanguard, black, red hide; H.M.V. radio, heater, excellent value; £595; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

PRIDE & CLARKE, Ltd.—1951 Standard Vanguard saloons, grey/red or grey/grey leather, heater, one owner, choice 2 from £529; 1950 grey/grey leather, heater, radio, £499; 1949, choice of colour and specification; several from £429; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

STANDARD VANGUARD

VANGUARD, overdrive, heater, radio, 29,000, green/red upholstery, original condition, spare tyre unused, regularly and meticulously serviced; £575.—Bartlett, 27a, Pembridge Villas, W.11. [C1013

1950 (August) Vanguard, finished blue with leather upholstery, radio, heater, one owner, 7,200 miles only, from new; a completely genuine and virtually faultless car; trade enquiries or part exchange with cash either way.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

£725!!!—Standard Vanguard saloon, 1953, just 12 months old and almost like a brand new car, purchased locally from wealthy country family with other cars in daily use, exceptionally small mileage; 4 other Vanguards in stock from £495 including a very scarce Vanguard Tickford convertible.—CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

14000 £575; 1950 Vanguard, black, absolutely unblemished, direct from original owner; three months' written guarantee, free after-sale service, usual H.P. facilities.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2 (Junction of North Circular and Gt. North Road). Three minutes E. Finchley Tube. Finchley 0052-53. [C4065

DECEMBER, 1949, Vanguard saloon, green with green leather, heater, H.M.V. radio, rimbellishers, balanced wheels, original paintwork, perfect and unmarked, mechanically this car is 100%, uses no oil whatsoever, at the genuine mileage of 28,000; late property of fastidious bank manager whose sole hobby is motoring; the car has several 1950 features; without doubt the finest example of a 1949/50 Vanguard on market to-day; offered at £565; for appointment to view ring Lee Green 4555 during office hours. [6280

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Vanguard.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

£675 cash waiting for best Standard Vanguard or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676 [W3016

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Standard Vanguard.—May 3051. [W3045

STANDARD MISCELLANEOUS

SALES, service, spares.

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.—CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6088-9. [0052/R

1948 Standard 14 saloon, also 1939 Standard 12 saloon, both cars immaculate.—Durngate Garage, Winchester. Tel. Winchester 2955. [C1010

Standard Miscellaneous Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434. [0975/R

ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

STANDARD in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

Standard Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models, manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0166/R

KJ MOTORS, Ltd., for spares, reconditioned units Girling agents.—Bromley, Kent. Rav. 3456. [0367/R

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0501/R

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines 1938 onwards; quote commission number when ordering.—WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R

STANDARD spares all models from 1935; replacement units; complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [5941

MARGATE, Kent.—Service and spares for all models. Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [4752

BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666), for Standard spares, sales and service.—209, Balham Rd., S.W.17. [0522

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286/R

FARNHAM, Surrey.—All Standard and Triumph spares from 1932 onwards; engines a speciality.—For the finest service available contact Swain & Jones, Ltd., Main Parts Stockists, Farnham 6201. [0195/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STEYR

295 gns.—Steyr, 1937 (registered July, 1938), 18/55 supercharged sports Roadster, special streamlined body, cream, red wheels, fawn leather, concealed hood, independent front and rear suspension, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

STUDEBAKER

1949 model Studebaker Champion sedan, in very nice condition; £795; hire purchase or part exchange.—Valentine 4674. [C2018

1940 Studebaker Champion 4-door saloon, green, very nice condition; £325.—Silverthorne Motors, Ltd., 46, Fitzroy St., W.1. Euston 7811. [C4011

1950 Studebaker (registered 1953) hydromatic Land Cruiser, radio and heater, 24,000 miles.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1939 Studebaker saloon, radio, heater, overdrive freewheel, tow bar, good cond.; £275; exchange with cash for later car.—329, Upper Richmond Rd., Putney 6126. [6364

1949 Studebaker Champion convertible, grey, radio, heater, power-operated hood and overdrive, beautiful condition; £975.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

1948 Studebaker Commander convertible, electric hood, overdrive, radio, hill-holder, blue with brown leather, 16,000 miles, one owner, as new; £1,250.—Gatehouse Motors Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

SUNBEAM

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4. Tel. 4505. [0515/R

SUNBEAM 16 saloon, 1935, in exceptionally good condition, open to any inspection or trial.—Tabor, Gaihampton, Yeovil. [6256

SUNBEAM-TALBOT

OVERSEAS CARS, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, grey, heater, loose covers, 15,000 miles, one owner, excellent condition throughout; £975.—For other Overseas Car bargains see page 41.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3031

GLANFIELD LAWRENCE offer:

1951 Sunbeam-Talbot 90 saloon, green/red, one owner, heater, 15,000 miles, unmarked and as new; £795.—407, High Rd., N.12. Finchley 0091. [C2055

CHARLES FOLLETT, Ltd., offer:—

2100 miles only.—Special offer, Sunbeam-Talbot 90 sal., black, loose covers, as new in every respect, guaranteed; £945.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

SLOCOMBES, Ltd., Willesden 4869.

ROADSTER 10hp 4-seater 1947, absolutely immaculate, £465; the above is open to A.A./R.A.C. inspection and offers will be considered; part exchanges and hire purchase available; existing accounts settled; we close at 7.30 p.m. (Saturdays 6 p.m.).

WRITE, call or telephone Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

WARWICK WRIGHT, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, gun grey, heater, 15,000 miles; £950.

1951 (Dec.) Sunbeam-Talbot 90 saloon, gun grey, 10,000 miles; £895.

1951 (Sept.) Sunbeam-Talbot 90 saloon, black, 9,000 miles; £895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES, offer:—

1953 (May) Sunbeam-Talbot drop head coupe, Alpine mist red leather 2,000 miles, as new car; £1,175.

1951 Sunbeam-Talbot 90 saloon, blue/beige leather, specially tuned engine, heater, wing mirrors, spotlights, Ace rimbellishers, etc., etc., a most outstanding example of this famous make; £835.

1951 Sunbeam-Talbot 90 saloon, fawn/red leather, moderate mileage, really outstanding condition; £765.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

RICHARDS & CARR always best value.

1952 (August) Mark II Sunbeam-Talbot 90 saloon, 12,000 miles, immaculate; £895.

1951 (July) Mark II Sunbeam-Talbot 90 convertible, many extras, 27,000 miles; £775.

35 Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

KAR SALES OF SOUTH HARROW offer:—

SUNBEAM-TALBOT 1949-50 4-seater convertible; £650.—50-56, Northolt Rd., South Harrow. Byron 5544. [C2056

1952 series S/Talbot Alpine saloon; £995.

1952 S Talbot 90 drop head coupe; £950.

1949 S Talbot 90 saloon; £695.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2010

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1952 (July) 90 saloon, green with red leather, radio, 11,000 miles; £965.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1016

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

SUNBEAM-TALBOT

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Sunbeam-Talbot 90, bronze and red leather, radio, heater, 13,000 miles; £900.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

SUNBEAM-TALBOT 10, March, 1947, finished ruby, outstanding car; £435.—A. E. Palmer Motors, Ltd., Luton 4212.

1946 Sunbeam-Talbot 10hp tourer; choice of 2 at £460, both of which are perfect examples of a very rare and attractive model.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1947 Sunbeam-Talbot 2-litre sports saloon, spotless, in silver grey, £495.—45, Shirehall Park, N.W.4. Hendon 1648. [6288

1949 (June) Sunbeam-Talbot 80 saloon in really superb condition; £625.—Jenners Garages, Ltd., Birchington. Tel. Thanet 41241. [6286

1953 (May) Sunbeam-Talbot 90 Mk IIa saloon, Alpine mist/red leather, mileage 4,000, as new; £1,125.—Tel. Upper Warlingham 2724. [6070

1950 Sunbeam-Talbot 90 d/h coupe, radio, heater, rimbellishers; £695.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725. 5670. [C1014

1952 Sunbeam-Talbot 90 convertible coupe, green with red upholstery, as new throughout; £895.—Jack Smith, 32, Bruton Place, W.1. Mayfair 0821-2. [C3040

1950 (April) Sunbeam-Talbot 80 saloon, colour bronze, one owner, heater, new tyres, good order; £610.—Cheeseman & Edwards, Ltd., Caterham 1056. [6270

JACK ROSE, Ltd.—1952 Sunbeam-Talbot 90 saloon in black and red upholstery, radio and heater, a beautiful car; £850.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [C3056

1939 Sunbeam-Talbot 10hp saloon de luxe, one owner, just fitted recon. engine; £385; 3 months written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1034

1947 Sunbeam-Talbot tourer, black with brown leather, excellent condition throughout; £415.

L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

NAYLOR & ROOT.—1951 Sunbeam-Talbot 90 saloon, metallic green, red hide, radio, heater, beautifully maintained; £795; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

CAMDEN MOTORS for Sunbeam-Talbots.—10hp sports saloon, March 1946, beige with leather interior to match, one change of ownership in 1949, good mechanical order and an attractive car all round with excellent tyres; £475.

CAMDEN MOTORS for Sunbeam-Talbots.—10hp sports saloon, 1947, satin bronze, one owner since new, excellent condition throughout; choice of three from £525.

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, November 1950 late property managing director southern counties engineering concern, maintained and serviced by expert staff, a beautiful car; exceptional value at £745.

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, 1950, earlier registration than above, comet blue, fitted heater and screen-wash, engine recently overhauled; £695.

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, 1951, big engine model, fitted £80 extras including radio, heater, seat covers, screenwash, wing mirrors, passlights, a beautiful low mileage specimen; £895.

CAMDEN MOTORS for Sunbeam-Talbots.—Also a 1952 drop head and 2 1952 saloons from £895.

CAMDEN MOTORS, the Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1951 Sunbeam-Talbot 90 Mark II (big engine) drop head 4-seater sports coupe, finished black and chromium with red leather upholstery, a really immaculate and outstanding example, one ownership, thoroughly recommended, written guarantee; £795; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005

Sunbeam-Talbot Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd., N.W.1. Euston 1212. [0516/R

RROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3335)

CANTERBURY.—(Canterbury 3252)

ROCHESTER.—(Chatham 2251).

WROTHAM Heath (Borough Green, 4).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

URGENTLY required, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1441

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089/R

Sunbeam-Talbot Cars Wanted

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044

£800/£850 cash waiting for best Sunbeam-Talbot or similar car offered.—54 Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0465/R

TALBOT

1949 Talbot 90, black with brown leather, radio and heater, low mileage, in immaculate condition throughout; £635.—Egham 3131. [C2056A

£245.—Talbot 10 sports sln., low built, very attractive metallic finish, tip-top mechanically, a 1936 in 1950 condition; another 1939 at £398.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges, h.p. [C1017

£285.—1938 Talbot 10 open sports 4-seater, recond. engine, new hood and screen, Ace discs; £100 down.—Bray Motors, 160-164, West End Lane, N.W.6. Hampstead 6490. [C1024

245 gns.—Talbot 10, 1938 drop head coupe, grey, leater, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROYS offer for £65 deposit or £195 cash, 1936 Talbot 3½-litre limousine, new batteries, tyres, etc., excellent; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C5059

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Talbot Spares and Service

JOHN BLAND for Talbot new water manifolds and pumps in stock.—27, Southfields Rd., S.W.18. Vandyke 1612. [0496/R

LARGE stocks new and second-hand Talbot spares, 1929-56, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0464/R

TRIUMPH

CAR MART, Ltd.

1951 Triumph Renown saloon, 12,000 miles; £645.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1059

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 coupe, very fine example, fitted radio; £675.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040

MONTROE MOTORS offer:—

1948 Triumph 1800 Roadster, radio, etc.; £525.

1948 Triumph 1800 saloon; £565.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex, Buc. 1171-2. [6566

CYRIL SHEPPARD offers:—

1950 Triumph Renown, black, radio, heater, immaculate; £695.—Sheppards Hill, Reading. Sonning 2345. [6435

GUY SALMON AUTOMOBILES, offer:—

1951 Triumph Renown saloon, black, immaculate condition throughout; £775.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1952 Triumph Mayflower saloon, metallic grey, maroon upholstery, plaid loose seat covers, 5,000 miles; one owner, practically new; £655.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C3012

1948 Triumph 1800 saloon, black/beige leather, £545.

READ BROS. MOTOR Co. (LONDON), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C3048

1953 one-week-old Triumph Renown saloon.—Weybridge 600. [C4023

1950 Triumph Renown saloon, in nice condition throughout; £645.—Valentine 4674. [C2018

189 miles!—Renown saloon, unused owing to illness; must be sold; £1,025.—Apply Light Car Co., Derby 45658. [6106

1950 Renown saloon, black, one owner, practically new condition throughout; £695.—Campbell Symonds, Wembley 6262. [C1037

1953 Mayflower, 5,000 miles, grey/red; £650; exchange/terms considered.—329, Upper Richmond Rd., Putney 6126. [6585

1949 Triumph roadster 2,000, bronze, red leather, one owner; £595.—Noel Bell, Putney Vale (next to K.L.G.). Putney 7851. [6297

ROADSTER Triumph 1800, black, positively unmarked, many extras; £595 or exchange saloon.—45, Shirehall Park, N.W.4. Hendon 1648. [6289

1952 Triumph Renown saloon, green with beige leather, radio, low mileage; £865.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022

1951 Triumph Renown saloon, grey/blue leather upholstery, radio and heater, carefully driven by one owner and maintained by us since new; £725.

FRANK WATSON (CROYDON), Ltd., 160, Thornton Rd., Thornton Heath, Surrey. Tho. 4221. [5950

1951 Triumph Renown, immaculate condition throughout, 18,000 miles only; £775.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead 3451-2. [C3011

1949 Triumph 2,000 saloon, black, beige leather, one owner, 25,000 miles, taxed December, exceptional condition; £645.—K. J. Motors, Ltd., Bromley, Kent. Ravensbourne 3456. [5617

1947 Triumph 1800 saloon, one owner, reconditioned engine, recent £145 spent; outstanding car at £525.—Ace of Spades, Great West Rd., Hounslow 54/6 (Osterley Station Tube). [C2050

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

JACK ROBE, Ltd.—14,000 miles only, 1950 Triumph Renown, almost brand new; accept £675.—Stafford Rd., Wallington, Surrey Wallington 6677-8. [C3056

NAYLOR & ROOT.—1952 Triumph Mayflower saloon, metallic grey, red hide, heater, 14,000 miles, attractive and economical; £575; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

NAYLOR & ROOT.—1951 Triumph Renown saloon, black beige hide, heater, 12,000 miles only unblemished throughout; £775; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1949 Triumph Roadster, green, one owner, radio, excellent condition, re-sleeved, new battery, etc.; £595.—Tel. Owner, Farnborough, Kent 4600, after 8 p.m. [6125

£295.—1939 Triumph Dolomite sports saloon, in outstanding condition throughout; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

CRASHED Triumph Dolomite, D.H.C., requires rad. and grille; engine, gear box, front/rear axles, tyres O.K., lying at Shrewsbury; £50.—61, Stanley Park Avenue N., Liverpool, 4. [6191

PRIDE & CLARKE, Ltd.—1949 Triumph 1800 saloon, grey/grey leather, radio, one owner, low mileage; £499; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 1251. [C3068

1951 Triumph Renown saloon, black/beige, one owner and chauffeur kept, excellent condition, radio, heater and rimbellishers; bargain, £795; no dealers.—Roper, Hayes 4110 (Middx). [6197

1950 (Aug.) Triumph Renown saloon, grey, grey leather, H.M.V. push-button radio, heater, licensed Dec. 31st, two owners only, 18,000 miles only, genuine, the whole car as new; £695.

1949 (Aug.) Triumph 2000 saloon, grey, grey leather, heater, fog lamp, licensed Dec. 31st, two owners only, 16,000 miles only, genuine, exceptional condition for its year; £595; part exchanges, easy payments; see our advertisement under "New Cars for Sale," Triumph section, in this issue.—McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

1949 Triumph Renown 2,000 saloon, finished in black with brown leather, one owner since new, any examination; £590.—Seymour & Clements, Ltd., 58, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

1950 Triumph Renown, one owner, low mileage, in genuinely exceptional condition throughout, part exchange preferred with cash either way.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

TANKARD & SMITH, Ltd., offer 1948 Triumph 1800 Roadster, metallic grey with blue leather, extremely good chassis, well maintained; £475; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

1953 (May) Triumph Mayflower, 2,600 miles, heater, meticulously run in, as new; owner going abroad; available August 1st; highest offer over £630.—Bothwell, 25, New Peachey Lane, Cowley, Uxbridge. Tel. Uxbridge 2752. [5688

CASS'S MOTOR MART.—1949 Triumph 1800 saloon, black, 35,000 miles, one careful owner; outstanding 1939 Triumph Dolomite 2-litre Roadster coupe; overhauled at cost of £395; written guarantee.—5, Warren St., W.1. Euston 5523. [C1040

425 gns.—Triumph 1800, December 1946, razor-edge saloon, black, fawn leather, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

CAMDEN MOTORS for Triumphs.—2,000 Renown saloon, 1950 (Feb.), immaculately finished in silver-grey, upholstery quite unmarked (seat covers fitted when car was first delivered), one private and fastidious owner; £685.

CAMDEN MOTORS for Triumphs.—2,000 Roadster, 1950, another one-owner car, expertly maintained, fitted radio wing mirrors, Trico screen-wash, etc.; £675.

CAMDEN MOTORS for Triumphs.—2,000 Roadster, late 1949, black with red interior and fitted H.M.V. radio, 4,500 miles only since reconditioned engine fitted earlier this year; £635.

CAMDEN MOTORS for Triumphs.—2,000 Roadster, 1949, pastel green, a nice car, new hood and tyres fitted recently, 2 owners; £595.

CAMDEN MOTORS for Triumphs.—1½-litre 14hp Dolomite sports saloon, 1939 series, excellent chassis and entirely original coachwork, good chrome except for blemishes on front bumper, outstanding performance; £295.

CAMDEN MOTORS for Triumphs.—Dolomite Roadster, 1939, a real beauty, definitely modern in appearance, sparkling cellulose in Ensign red, excellent chrome, pigskin upholstery, chromed rimbellishers, mohair hood, engine decoked, serviced and tuned and the whole car in most delightful order; £375.

CAMDEN MOTORS for Triumphs, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

£625.—Triumph 2000 razor-edged grey saloon, July, 1949, 21,000 miles, one very careful owner, Radiomobile, loose covers, exceptionally good condition.—Starnes Motors, Triumph Specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [4607

ROYS offer for £65 deposit or £195 cash, 1936 Triumph Vitesse 10 special sports 4-seater; recellulosed in original cream, with red wheels and upholstery, very smart and fast; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

£695.—1951 series Triumph Renown saloon, unblemished appearance, first-class mechanical condition, a remarkable bargain, please compare with others; also 1949 model 2000 Triumph, £575; both with three months' written guarantee, free after-sale service, usual h.p. facilities.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2 (junction of North Circular and Gt. North Roads), three minutes E. Finchley tube. Finchley 0052/55. [C4065

Triumph Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Triumph cars.—520, Euston Rd., N.W.1. Euston 1212. [0974/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Triumph cars.—38-52, Dudden Hill Lane, N.W.10. [W4017

PRIVATELY owned Renown.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

TRIUMPH in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

WANTED, Triumph Roadster, good condition.—7, Shirehall Close, N.W.4. Tel. Hendon 1603. [6246

£850 cash waiting for best Triumph or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase late model Triumph Mayflower.—May 5051. [W3045

H. F. EDWARDS urgently require good Triumph for immediate cash; distance no object.—Details, please, to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Triumph Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0897/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733. [0143/R

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0499

TRIUMPH spares for all post-war models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). [0355/R

UTILITY CARS

COACHCRAFT offer:—

VANGUARD estate brake.—See under Vanguard. [C1053

COACHCRAFT offer:—

1947 Hillman Minx estate brake, works body, very good order throughout; £525; 3 months' written guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053/1

JACK STONE & SON offer:—

1947 Bradford 5-seater utility; 1939 Austin 16 7-seater utility; coachbuilt wooden utility bodies to your own specifications, £135; order your new Vanguard, Hillman, Austin, tractor, etc., utility car or van, immediate delivery; write for up-to-date list.—221, Upper Richmond Rd., Putney 1054-5, 2276-7. [C4021

ROWLAND SMITH'S for utility cars.

295 gns.—Vauxhall 14 1939 4-door 5-seater utility, natural wood body; terms, exchanges.—Rowland Smith, below.

225 gns.—Ford V.8 1937 30hp 4-door 8-seater utility, maker's standard timber body; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1950 (Dec.) Austin A40 Countryman, one owner; £525.

HALLS (FINCHLEY), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [6420

FORDSON 10cwt estate car, new, immediate delivery, 7-seater, full folding seats; £615/5/10.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

BRADFORD utilities for sale serviced by us: main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

BUICK shooting brake, fitted with Perkins P6 diesel engine.—Ford & Slater, Ltd., Gwendolen Rd., Leicester. Tel. 36117-9. [6271

AUSTIN A40 utility, 1952, fitted with windows and rear seat folding flat into floor; £550.—Weston, Marsh Leys, Kempston, Bedford. [6167

1953 Hillman Minx Mk. VI estate car, 1,800 miles; £865.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588.

1951 (May) Bradford de luxe utility, first-class condition throughout; £560.—Buntings Motor Exchange, Harrow. Tel. 6225-6. [6005

1951 (Nov.) Austin A70 shooting brake, 5-door, mileage 16,000 and as new; first £595 cash or terms.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester 8. [6269

1950 Ford 8hp Utilicon, excellent order throughout; £585.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

1951 (July) Fordson 7-passenger Martin Walter Utilicon, guaranteed 10,000 miles only, as brand new, taxed December; £495; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

UTILITY CARS

1950 (December) A40 works-built Countryman, guaranteed 19,000 miles only, one owner, taxed December, as new; £585; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

1952 Humber Pullman Estate car, finished in natural wood and satin bronze, 4,000 miles only; the largest and most luxurious utility.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

1939 Dodge utility, with first-class body, in immaculate condition, finished maroon and light oak, seats 8, 26hp, 18-20 mpg., 650×16 tyres as new, engine recond. Jan., wireless, taxed Dec.; £350, or consider exchange post-war 10cwt van; h.p. arranged.—Quinton & Thompson, Ltd., Lancaster Rd., Uxbridge, Middx., 1148. [6080

Utility Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

VAUXHALL 10

VAUXHALL 10, grey, red leather, reconditioned engine, perfect; £595.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5575. [C5005

1939 Vauxhall 10 saloon, guaranteed; £265; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1939 Vauxhall 10 saloon; £285.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2050

VAUXHALL 10, 1939, excellent condition, over £100 spent, genuine car with genuine reason for sale; all enquiries answered; £250.—Box 8695 [6382

VAUXHALL 12

1940 Vauxhall 12 4-door saloon, bargain; £265.—St. Albans 2050. [C2012

1946 Vauxhall 12 sln., exceptional condition; £390.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

1948 Vauxhall 12 saloon, black, 26,000 miles, delightful condition; £445.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057

1947 Vauxhall 12 saloon, loose covers, radio, excellent condition; £595; 3 months' guarantee.—P. T. Inwards, Ltd., 475, Cranbrook Rd., Ilford (Barkingside). Tel. Val. 1066. [6341

£395!!!—1947 Vauxhall 12 saloon, a genuine one owner car since new, privately used and in original and attractive condition all round, good tyres, new Exide battery.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

VAUXHALL 14

£445.—Vauxhall 14 J 1947 4-door de luxe sln., superb condition, very good tyres; choice 4.—BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges, h.p. [C1017

VAUXHALL 14, 1939, one owner, good condition; £300 or near offer; viewed Saturday mornings.—Tel. Pinner 170 evenings. [6077

1948 Vauxhall J type; £495; part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 3536. [C2046

CASS'S MOTOR MART.—An outstanding 1947 J-type Vauxhall 14 saloon, black, heater, genuine 34,000 miles, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1936 Vauxhall 14 drop head foursome coupe, an attractive car, at a reasonable price, £125 or £60 deposit balance over 12 months.—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tel. Tul. 7106. [6354

295 gns.—Vauxhall 14 1939 4-door 5-seater utility, natural wood body, glass all round, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

1953 Vauxhall Wyvern saloon, 1,000 miles; £885.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1039

H. A. SAUNDERS, Ltd., offer:—

1951 Vauxhall Velox saloon, green with green upholstery, radio and heater, recorded mileage 16,350; £655

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

H. A. SAUNDERS, Ltd., of Worcester.

1952 Vauxhall Wyvern saloon, black with brown leather, 14,000 miles only, fitted heater; £795.

AUSTIN House, Worcester. Tel. 2368. [C4005

DAGENHAM MOTORS, Ltd., offer the following car.

1949 Vauxhall Velox, green, 23,000; £525.

56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3368; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1953 (July) Vauxhall Velox saloon, 600 miles.—Weybridge 600. [C4023

VAUXHALL Velox 1953 for sale, done 200 miles; £850.—Box 8661. [6259

1951 Vauxhall Wyvern, fawn exterior, with brown leather, new tyres, low mileage, one owner, immaculate condition; £595.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN & VELOX

1952 Vauxhall Wyvern, black, perfect condition, mileage 8,000; £760.—Davies, Eryl, Tregaron, Cards. Tel. Tregaron 252. [6196

WYVERN, January, 1953, grey and red, extras, 5,000 miles; £845.—A. E. Palmer Motors, Ltd., Luton 4212. [6348

1950 (model) Vauxhall Velox, black, moderate mileage, bargain: £525.—Silverthorne Motors, Ltd., 46, Fitzroy St., W.1. Euston 7811. [C4011

£575.—Vauxhall Wyvern, 1950 (November), metallic green with brown upholstery, heater, regularly maintained.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008

1951 (June) Vauxhall Wyvern saloon, black, brown leather upholstery, one owner, excellent condition throughout; £625.

W. J. BROWN, Ltd., Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1951 (June) Vauxhall Wyvern saloon, left-hand drive, grey, fitted radio, unmarked and as new, taxed December; £595.—K.J. Motors, Ltd., Bromley, Kent. Ravensbourne 5456. [5618

1951 Vauxhall Wyvern, one owner, wireless and heater, low mileage; £625.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1952 series Velox, 18hp, latest streamlined saloon, guaranteed 15,000 miles only, spare unused, one owner, fitted radio, heater, taxed December; £795; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2501-2. [C5018

1953 Wyvern saloon, radio and heater, 2,000 miles, as new; £895.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1949 Wyvern, mileage 20,000, car as new throughout; £560 or part exchange smaller car.—Smith, Astwoods, Staverton, Nr. Cheltenham. Tel. Churchdown 2137. [6162

ARCHIE SIMONS & Co., Ltd.—1950 Vauxhall Velox saloon, colour blue, fitted radio and heater, nominal mileage, one owner only, in excellent order throughout; £575.—94, Gt. Portland St., W.1. Lan. 1343. [C4015

VAUXHALL Velox 1950 model saloon, fitted heater, as new throughout; £535; terms, exchanges.—Draysey Motors, 529, Coventry Rd., B'ham, 10. Tel. Victoria 9460. [6200

1950 Vauxhall Velox saloon, black/brown leather, fitted radio, heater and link mats, one owner; low mileage; immaculate and perfect throughout; £545.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1949 Vauxhall Velox, black, brown leather, heater, one owner, superb condition; £540; exchanges; hire purchase.—B. & H. Motors, 1464-6, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1020

1952 Vauxhall Velox 18hp saloon, black, fitted nylon covers, radio and heater, taxed year, one owner, 16,000 miles; £795; part exchange, deferred terms.—Archway Garage, 120a, Walmer Rd., W.10. Park 7271. [6311

PRIDE & CLARKE, Ltd.—1951 Vauxhall Wyvern saloon, black/brown leather, heater, one owner, £569; 1950, black/brown leather, heater, one owner, choice two from £499; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251.

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*** 1946** Vauxhall 12, black, brown leather, fitted with H.M.L. reconditioned engine, immaculate in appearance and absolutely roadworthy.

*** 1947** Vauxhall 14, black, brown leather, radio, heater, H.M.L. reconditioned engine recently fitted, tyres, body and chrome in good order, a good example of the ever popular J type.

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VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0039/R

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Vauxhall Miscellaneous Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 5434. [0975/R

R

S

ROWLAND SMITH'S. The Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham. 6041.

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SHAW & KILBURN, Ltd., Vauxhall main dealers

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VAUXHALL in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

PRIVATELY owned Vauxhall.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

VAUXHALL cars, post-war models, urgently required.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R

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1952 Wolseley 4-50 saloon, grey, heater, radio, 9,000 miles, as brand new; £850.

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1949 Wolseley 4/50 saloon, black, one owner; £475.—Odeon Motors, Ltd., Barnet 4100. [C5028

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3349. [0083/R

£625.—Wolseley 6/80 saloon, 1950, black, one owner, regularly maintained and in excellent condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008

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LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1953 Wolseley 4-44, black leather, heater, fog lamp, washers month old, 750 miles, as new; £900.—Box 8659. [6245

GUY ALFREDS & Co., Ltd.—1951 Wolseley 6-80, iridescent blue, as new condition.—6-7, Warren St., W.1. Euston 3268. [C1005

1950 (March) 6/50 Wolseley saloon, grey, brown leather, heater, pass light, in beautiful condition, taxed year; £625.

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1947 Wolseley 18 saloon, perfect condition, unrepeatable value; £375.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

£145.—1937 Wolseley 14 saloon, very clean car; terms.—Autosnipe, 5, Balham High Rd., Balham 1509. [C1009

WOLSELEY 8 1948 saloon, one lady owner, spotless; £595, terms, exchanges.—Draysey Motors, 529, Coventry Rd., B'ham, 10. Tel. Victoria 0460. [6198

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1949 Wolseley 6/80, radio, heater, immaculate; £595, terms, exchanges.—Norman Autos, 554, London Rd., W. Croydon. Tel. Tho. 4657. [6350

SEPTEMBER 1952, Wolseley 6/80, immaculate, 3,300 miles, muff; nearest offer £690.—Snell, Elsmore, Selattyn, Oswestry. Tel. Gobowen 357. [6224

1951 6/80 Wolseley, 14,000 miles, radio and heater, one owner; £695.—Broadway Motors, 67, High St., Hounslow. Hou 0175. [C1026

1946 Wolseley 18, beautiful condition; £415.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050

4/44 Wolseley saloon, grey, May 1953, 1,400 miles only, heater, screen wash, etc., perfect; £895.—309, Winchester Rd., Southampton. Tel. 73889. [6254

1953 (April), grey, with radio and many extras; for sale outright but prefer exchange for smaller car such as 4/44, Javelin or Minx in first-class order.—Offers to Box 8566. [6066

565 gns.—Wolseley 6/80 (September) 1950 saloon, black, brown leather, heater, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Wolseley 12/48 1940 saloon, black, sliding head, leather, radio, good condition, terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£275!!!—Series III Wolseley 18hp saloon de luxe, 1939, privately owned and largely original in condition, smooth powerful engine, five good tyres, a most attractive bargain.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1939 12hp sln., blk. with grn. uph'stry., same as post-war series, immaculate, 1948 eng., 25 mpg., roomy, comfortable; £255.—Tel. Wallington 5920 or Bel. 2275 (cash arrng. terms). [6115

1950 (October) Wolseley 6-80 saloon, taxed year, heater, just fitted five new tyres and battery, excellent appearance inside and out, open to any trial; £560 no offers.—Philip H. Johnson, Ltd., opposite G.P.O., King's Lynn. Tel. 2424. [6272

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THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212. [0721/R

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Wolseley 6/80 Cars Wanted

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THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gro. 3454. [0722/R

WOLSELEY 12/14 saloon, 1938-1948.—Jack Thomas, 31, Stafford Rd., Croydon. Croydon 0651, evening Tho. 6517. [C4066

Wolseley Cars Wanted

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ROWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Wolseley.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

Wolseley Spares and Service

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-246, High St., Barnet 3240. [0707/R

FOR Wolseley service consult the Wolseley specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [0473

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1946 Hillman Utilecon station wagon, 10hp, splendid order; £350.—Haskins, Ladbroke 1155. [C5027

1950 (September) Fordson 5cwt van, black, unlettered, excellent condition; £200.—117, Ashton Rd., Newton-le-Willows, Warrington. [6056

BRADFORD vans for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225/6. [0284/R

1953 Jowett Bradford van, 300 miles only, taxed, unwritten; £395.—Trinity Cars, Ltd., Jowett Area Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [M4054

1952 Ford 10cwt dropside truck, £350; 1950 10cwt van, £235; 1942 10cwt van, £135; also Ford 10cwt gown van, £200; exchanges and deferred terms.—Palmers, 53, York St., Twickenham. Tel. Popesgrove 1890/7097 [C5034

1951 (Jan.) Austin A40 pick-up, cellulosed blue, 11,000 miles, extremely tidy, one owner, taxed year; £395.

W. J. BROWN, Ltd., Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

ROYS offer: for £65 deposit or £195 cash, 1948 Morris 10 van, new engine, condition above reproach.

ROYS offer: for £62 deposit or £185 cash, 1947 Austin 8 van, really good; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C5059

ARMSTRONG Whitley pick-up, June 1952, 7,000 miles, as new; £575.—A. E. Palmer Motors, Ltd., Luton 4212. [6345

FORD 5cwt van, new, £313/3/2, ex wks; also 10cwt van new, £415/12/3, ex wks.—The Goldings Park Motor Co., Basingstoke. Tel. 241. [5236

1951 (October) Fordson 10cwt van, unpainted, 2,500 miles, taxed December; £367.—H. A. Saunders, Ltd., 144, Golders Green Road, N.W.11. Speedwell 0011. [M4004

1952 and 1951 Bedford, fitted 10-ton Scammell attachment, equipped with insulated Frigidaire cold store body low mileage; full particulars may be obtained from.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677/8. [C2045

GUY ALFREDS & Co., Ltd.—1952 Standard Vanguard van, genuine mileage 8,000, extra seats, unwritten; 1951 Austin A70 pick-up, low mileage, superb; 1949 Bradford designed gown van, plain finish, excellent condition; £235.—6-7, Warren St., W.1. Euston 5268. [M1905

145 gns.—Chevrolet, registered 1949, 28hp heavy duty 3-ton truck, 4×4 drive, enclosed cab, large capacity wood body, one owner, small mileage, good tyres, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [M4018

AUSTIN A40 van, 1948 model, checked throughout and repainted, 325gns; Ford 10cwt, 1959, with roof raised for gowns, 125gns; several others; orders welcomed for early delivery of most new types; exchanges, deferred.—Carr Bros., Soho Garage (rear Astoria, Charing Cross Rd.), London, W.1. Ger. 6678-9. Open till 7 p.m. and week-ends. [M1041

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BATTERIES!!! Super quality, brand new, guaranteed, 6-volt 60-amp. 55/-; 12volt 60-amp. 110/-; carriage extra; complete stocks; lists free.—Young's, 32, Tooting Bec Rd., London, S.W.17. Balham 7791. [0925/R

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STROMBERG carburettors.

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ZENITH replacement carburettors and spares, official Zenith service station.—Milestone's Service Garage, Ltd., 308, Frith Rd., Bexleyheath. Frith 2469. [0572/R

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OUR classified stores hold spares for most makes and models; list sent upon application.
CHESSINGTON SALVAGE Co., Ltd., Church Lane, Chessington, Surbiton, Surrey. Tel. Epsom 4024 (4 lines). [0051/R

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MORRIS MINOR spares, 1929-54, reconditioned exchange engines, £52/10; send for leaflet.—John Wrigley, Station Garage, Vicarage Farm Rd., West Hounslow, Middx. Tel. Hounslow 3165. [6205

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A70 PICK-UP cab, complete with instruments, doors, etc., chassis frame, body with drop tail board, wings, i.e., complete vehicle less engine, gear box and axles; £120.—John Jordan, Laburnum Road Garage, Sandy, Beds. Tel. 64. [6105

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KENT.—Old-established garage business in main road position with a total area of about 6,500 sq ft, the site extending to some 20,500 sq ft; petrol and service station nearby with three petrol pumps, also detached residence; turnover approx. £10,000; ample scope for agricultural engineering; price freehold, £16,000 S.A.V.

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KENT.—Automobile and agricultural agents' and engineers' business, occupying prominent corner site close to New Romney; site area approx. 12,000 sq ft, covered area about 4,500 sq ft, including garage/workshop, showroom, 6 lock-ups (all let), etc; also residence of 5 bedrooms, etc., and plans passed for erection of further workshop; 4 electric petrol pumps and comprehensive equipment, also hire car; petrol sales average 56,000 gals. yearly; turnover 1951, approx. £26,000; due to ill-health quick sale desired; price freehold, £14,000 (or near offer) "all in" S.A.V.

APPLY Garage Department, Goddard & Smith, as above. [6129

FULHAM.—About 4,250 sq ft clear garage/storage space, £625 p.a. exc.—Agents, Folkard & Hayward, 115, Baker St., W.1. Wel. 8181. [6133

MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, 8-11, Pavilion Buildings, Brighton (Tel. 23284) offer the following:—

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ROOTES Group Dealers in West Middlesex require fully experienced commercial vehicle salesman; must be live, energetic man and keen to progress; good remuneration by salary and commission.—Reply in the first instance to Box 8616. [M2034

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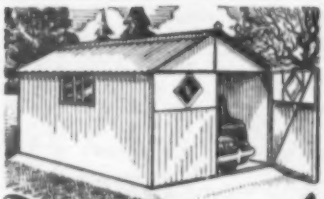

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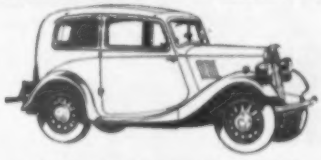

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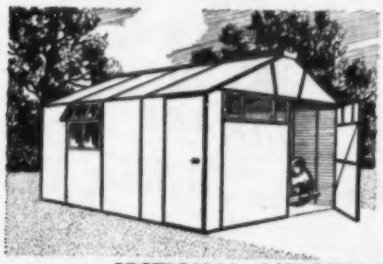

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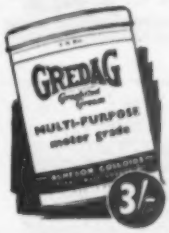

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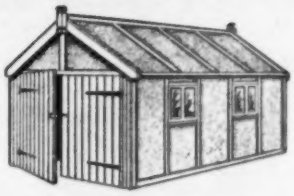

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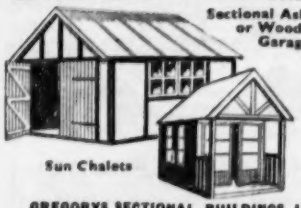

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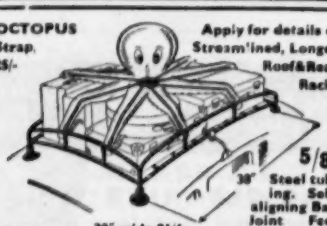

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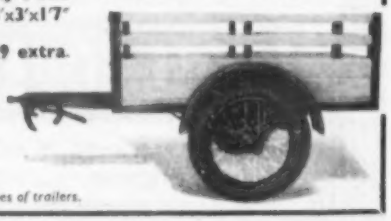

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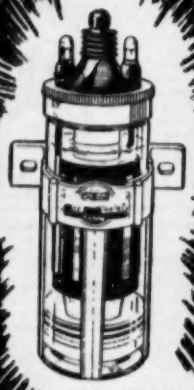

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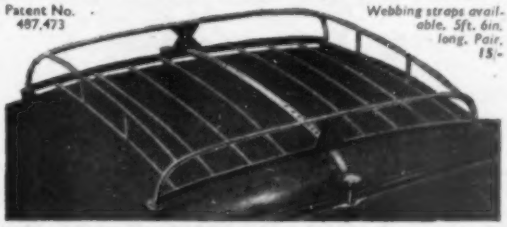

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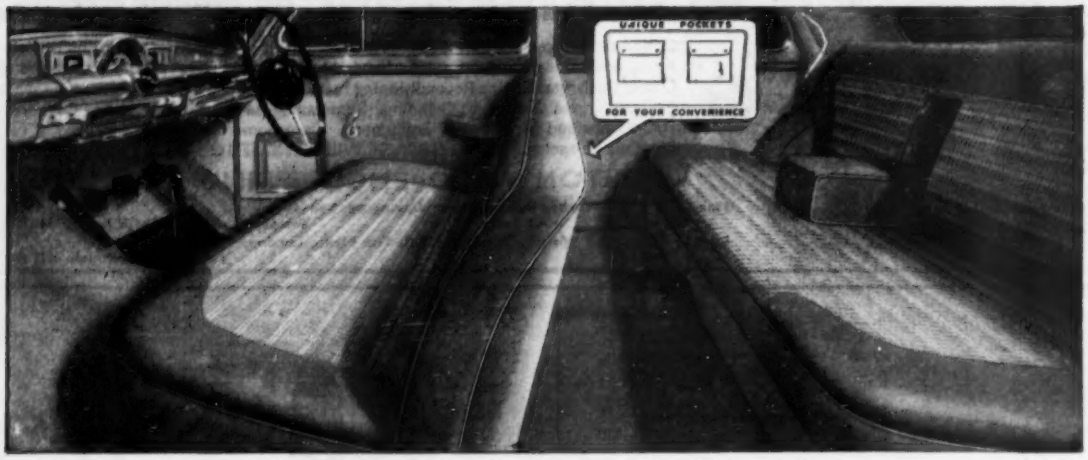

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